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# OFFSHORE

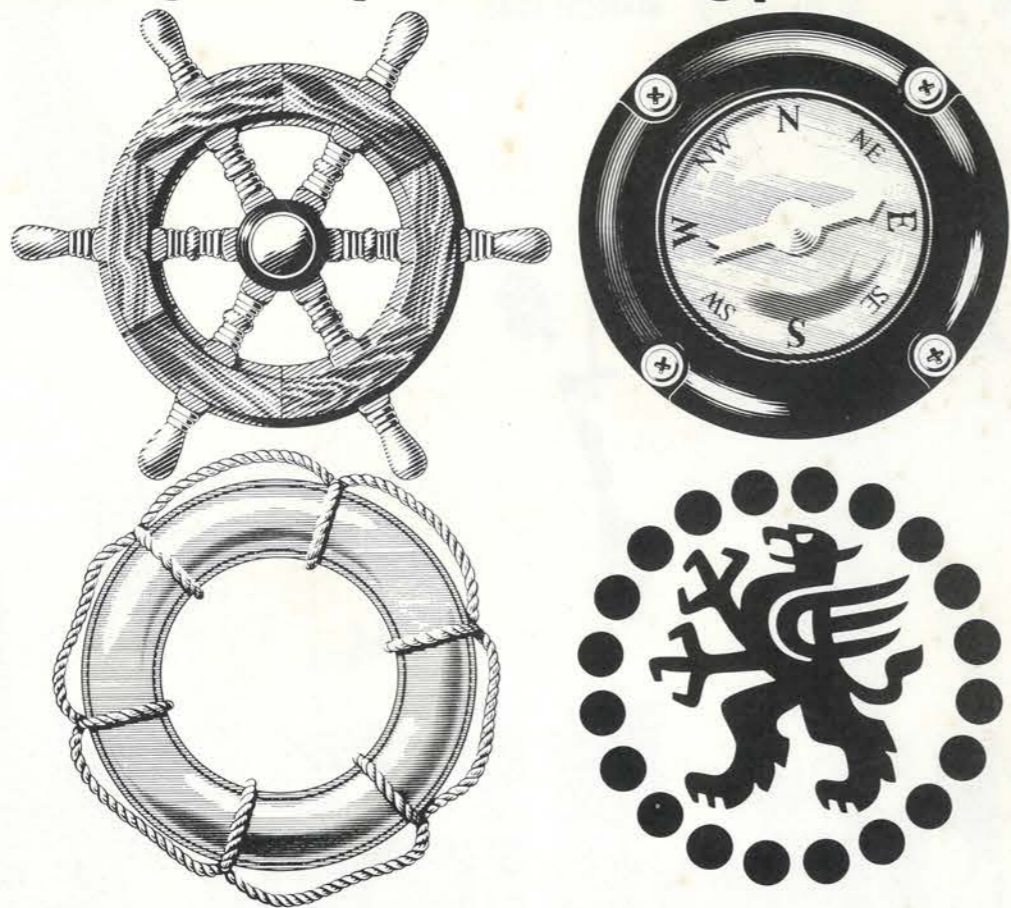
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**OFFSHORE**

Number 70

February-March 1983

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Cover: Constitution Dock, Hobart after the 1982 Hitachi Sydney-Hobart Yacht Race which was won this year by Scallywag (see results of this year's race, page 32). It was one of the most breathtaking finishes in the Race's history, with *Condor of Bermuda* nosing out *Apollo* by a mere seven seconds. Immediately below: the line-up in order of finishing, (right to left) *Condor of Bermuda*, *Apollo*, *Helsal II*, *Vengeance*, *Rampant II*, *Siska*. Photographs by Lucy Gentle.



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### Vale Erle Le Brun

Members were saddened to learn of the death on Wednesday, December 15 of Erle Le Brun, the Club's foundation Honorary Secretary and most respected Member for the 37 years of the Cruising Yacht Club of Australia's existence.

Erle was born in Wellington, New Zealand in 1899, and after his family moved to NSW he received his early education at Double Bay Public School, from 1908 to 1914. Subsequently he became articled to the accountancy profession, and from 1922 right up to the time of his final illness was an actively practising Public Accountant, one of his clients having been on his books for the whole of that sixty years.

His interests were many, and he was very active in them giving very generously of his time, expertise and, I suspect, very often of his own hard-earned cash. In 1930 he was the foundation Honorary Secretary of the 'All for Australia League' which subsequently entered the political arena as the United Australia Party, the forerunner of today's Liberal Party. From 1929 to 1933 he was Honorary Secretary to the Ryde (now Ryde Parramatta) Golf Club, then a Foundation Member of the Woollahra Golf Club and President of that Club for 32 years to 1973. He was made a Life Member in recognition of his services and attended every one of their Annual General Meetings. He was also a past Councillor of the Registered Clubs Association and the NSW Golf Association.

And, of course amongst all these activities he found time to take a leading part in the formation of our Club, being the first Honorary Secretary. His diversion to yachting came through his profession. Among his clients were two gentle-

men, A. (Bert) E. Walker and F.A. Harris, both of whom were to become very active in the early years of the Club. In 1943 Erle had ventured south to Hobart with Fred Harris and Bill Lieberman to pick up the latter's recently purchased yacht *Storm King*. Then in 1945 Bert Walker asked Erle if he would be available as Honorary Secretary of a proposed new cruising yacht club being considered by members of the wartime Coastal Patrol. Meetings were held in Monty Luke's Photographic Studios in Castlereagh St., and a constitution was drawn up for the Cruising Yacht Club, with Bert Walker as Commodore and Erle the Honorary Secretary. His own office, Challis House, Martin Place was the registered office and Club's only address.

Every aspect of the Club's activities was run from here, including arrangements for the regular monthly meetings of Members and guest speakers which were held nearby, in Sue's Cafe in George St. At these meetings Erle would read the minutes and report to members on the progress within the Club.

He was a very competent and popular Honorary Secretary, and it seemed that his then secretary Miss Fry spent more time on CYC business than accountancy.

He resigned after the purchase of the Rushcutter Bay property when a full time secretary-manager was employed. Erle remained on the committee, and when the secretary-manager left he stepped into the breach until 1954, when he asked to be relieved of the secretarial duties.

He had started and finished most of the races conducted by the Club including the first six Sydney-Hobart starts.

At sea his forte was cooking, and in later years he became a natural for the Radio Relay Vessel, where he excelled himself in catering for crews of fourteen and more, irrespective of conditions. In this capacity he sailed on *Lauriana*, *Coongoola*, *Bali Hai*, and *Mia Mia*. He loved the camaraderie of these passages and was a great shipmate with a ready wit – a good raconteur and a willing listener.

In 1956 Erle was one of three CYC stalwarts who were the first to have the new category of 'Life Membership' conferred upon them. This was in appreciation of his invaluable, untiring efforts in those first seven formative years and would ensure that we would keep in touch with him throughout his life.

In 1972 the local MLA Keith Doyle wrote suggesting that Erle should be recognised in the next Honours List. A formidable array of achievements was catalogued and submitted, but this could not proceed due to the government of the time abandoning the Honours system.

Erle has passed on, but such was his personality that he will live on in memory so long as any one of his legion of friends and acquaintances survives.

To his son, Erling, and daughters, Denise Clark and Janis Badenoch, and their families we extend our heartfelt sympathy in their sad loss.

— Alan Campbell

## OFFSHORE SIGNALS



### Letters

#### America's Cup

The Editor, *Offshore*

John Brooks, in his 'Biggles' Column in the last issue, drew attention to the difficulties being faced by the Australian syndicates challenging for the 1983 America's Cup in raising the necessary funds for their project.

Biggles is right – it has not been easy to raise funds for the challenge in today's very difficult economic climate.

Just the same, I thought his attitude to the efforts of the three syndicates could have been just a bit more positive. After all, Brooks is a yachting magazine and he knows just what kind of effort goes into mounting a challenge of this nature.

If we can't get support, rather than 'knocks' – in a yachting magazine of all places – what hope is there?

On the brighter side, however, I should like to tell your readers that the NSW syndicate will now be offering membership of the syndicate to the people of NSW.

A donation of \$20 to the NSW America's Cup Syndicate will return:

- A copy of the 'ADVANCE Challenge for the 1983 America's Cup Print, by Ian Hanson
- A car sticker bearing the ADVANCE logo
- A cloth, three-cornered pennant or burgee bearing the ADVANCE logo
- A certificate indicating membership of the syndicate
- A badge bearing the ADVANCE logo

It's a membership package designed to appeal to families and to give the people of NSW the opportunity to participate in the most exciting America's Cup Challenge ever.

Corporate sponsors who can offer cash, goods or services which are needed by the syndicate to help maintain the crew and yacht during their four month effort in Newport will also be welcomed with open arms.

If anyone can help, I'd be delighted to hear from them on 357-3033.

Yours sincerely,

Lesley Brydon,  
Public Relations Director

#### Lady Bay Light Buoy

The Editor, *Offshore*

Many owners, skippers and navigators are either ignorant of, or confused by, the sailing instructions and regulations relating to the starting of long ocean races. The ignorance or confusion arises over the status of the Lady Bay Light Buoy (LB).

For short ocean races the instructions are quite explicit, because on page 34, LB is stated to be a mark of the course wherever it is appropriate. However, on page 33 for long ocean races there is no reference to LB except for the Lion Island, Botany Bay Race. If one now turns to page 29 (Regulation 221), LB is referred to *only* if the race starts at Point Piper.

After the recent Ron Robertson Memorial race, I was surprised when a senior member of the committee asserted that all boats should have left the LB mark to starboard on the way out to the Heads. This assertion was quite incorrect as the start was from Clarke Island.

Surely the inclusion of LB as a mark of the course for only Point Piper starts is anomalous. Either LB should be omitted from the instructions for the starting of long ocean races altogether or, if it is thought to be necessary, it should be clearly shown as a mark of the course on page 33.

Yours sincerely,  
Rolf Mische

#### One design specifications

Cavalier Yachts Pty Ltd  
363 Wentworth Ave., Pendle Hill, 2145  
January 28, 1983

The Editor, *Offshore*

I read with interest the interview with Bob Fraser your magazine conducted and would like to comment on a statement Bob made regarding proposed One Design ocean racing yachts.

He considered that a small cabin was acceptable because the average yachting might go away for one week a year. I believe him to be wrong in this regard. The biggest sacrifice in IOR boats has been 'creature comforts', and I feel that a good fast medium displacement performance sailboat with a good cockpit and a generous fully accommodated interior layout is the way to go. This requires a good sized cabin, still allowing enough room for crew deck work to be efficient. I believe the boat should be about 36 feet and should not cost much more than \$80,000 and be within reach of many yachting wanting to update their boats and race against other boats the same as theirs.

I do agree with Bob regarding the boat's sailing qualities.

Yours faithfully,  
Guy Keon

#### Stop Press: Highlights of Offshore Racing Council Bulletin No. 36, February 1983

As we were going to press Bulletin No. 36 from the ORC arrived containing notes from various committee meetings held in Hamburg on January 22-23, 1983. The following are highlights.

**Sails containing aromatic polyamides.** The date for the ban was ratified as 1 January 1984. The International Technical Committee at its meeting subsequently recommended to Council that the largest yachts be exempted from this ban, the division probably being made at a rating of 60 feet.

#### International Technical Committee

**Checking measurement.** The TIC agreed to an interpretation: "When a yacht is checked at an event or as a result of a protest, the measurement shall be checked using the Rule as it was in effect at the time of the measurement upon which the certificate is based." This has particular effect with reference to Rule 202.2.0.

**Specific Gravity** shall continue to be measured and shown on the certificate.

The ITC confirmed that **Rule 110.2 – series date** – is to be applied to boats of as series built in the production moulds or jigs, and not be based on prototypes which were not built in the same moulds or jigs. The ITC concluded that there had been no trend towards lower BAS measurements.

**Measurement ashore vs. afloat.** ITC will ask for fleet computer printouts to give distribution curves of the difference in trim between measurement ashore and afloat; it is thought likely that a limit will be established beyond which a strong penalty will be assessed.

**Draft correction formula.** It was decided to advise that the Rule be changed as: for RD ≤ DB:

$$DC = 0.07L \times (6 - 5^{RD/DB}) \times (RD/DB - 1).$$

Use of exotic materials. The ITC will study implications of the use of exotic materials in hulls, sails and rigs and will report to Council later this year.

**Mast scantlings** are being further developed in cooperation with ABS but no communications have been received from other designers or spar builders to date. Information on this subject is earnestly requested and should be sent to the ORC office. All replies will be dealt with in strictest confidence.

#### Administrative Committee

Rule 102.9 was formulated as follows, to have *immediate* effect: "**Professional Crew.** Whenever and so long as an IOR-rated yacht has among her racing crew a member who is being remunerated as such, her rating certificate shall be suspended. This provision shall not apply to paid hands regularly employed in connection with the sailing and maintenance of the yacht nor if the sailing instructions otherwise prescribe." It was agreed that the phrase "as defined by the IYRU" should be deleted from the last sentence of the Rule Management Policy.

**IOR Appendix 5 – Rules and Procedures for Race Administration.** Unless otherwise prescribed by the Sailing Instructions, the

## Offshore Signals

following shall apply to races conducted under the IOR.

### 1.) Pre-race Inspection or Measurement.

When as a result of any pre-race inspection or measurement, it is determined that a yacht does not conform to its IOR Certificate:

- When the non-conformance is within reasonable measurement tolerances or is minor and can be easily corrected, correction of the yacht or of the certificate shall be permitted and the yacht's certificate shall then be valid. The measurer appointed for the series shall report all such corrections to the protest committee.
- When the protest committee considers that the nonconformance is major (even if it can be corrected) or that it cannot be corrected without requiring significant remeasurement, they shall act in accordance with the IYRU Rules.

2.) **During a Race or Series.** When as a result of an inspection, measurement, or protest during a race or series, it is determined that a yacht does not conform to its certificate, the facts shall be referred to the protest committee which shall act in accordance with the IYRU Rules.

- When the non-conformance is within reasonable measurement tolerances (whether or not the yacht is issued a new Certificate), the original Certificate shall be considered valid throughout the race or series.

b) When the non-conformance is not within reasonable measurement tolerances, and the yacht is issued a new Certificate, and when the rating increases, the yacht shall receive a 50% place penalty in any race in which her rating was incorrect.

c) When a yacht's Certificate is withdrawn by a Rating Authority under the provisions of 102.3(b)2, the matter shall be referred to the protest committee which shall act in accordance with the IYRU Rules and may disqualify the yacht from all races in the series or take such other action as it deems proper.

d) When such failure to conform is discovered after the prizegiving or such other time as the Sailing Instructions shall prescribe, the results shall not be affected. Nothing in this paragraph shall bar action under IYRU Rule 19.2 against a yacht deliberately altered.

3.) When a yacht is checked at an event or as a result of a protest, the measurement shall be checked using the rule as it was in effect at the time of measurement upon which the certificate is based.

### 4.) Investigation and Reporting of Rating Irregularities.

- When, as a result of an action in a race or series or the withdrawal of a certificate by a Rating Authority, a yacht is remeasured and her rating increases by the greater of 0/5 feet or 1.5%, the yacht's National Authority

shall investigate the circumstances and report its findings to the ORC which may take such further action as it deems proper.

b) Race and protest committees are asked to report all actions arising under 1(b), 2(b) and 2(c) above to the ORC Chief Measurer. Such reports may be made through the National Authority of the organising authority.

**Double Measurement of Yachts. Hulls.** It was re-affirmed that it was desirable for National Authorities organising international championships to ensure that competing yachts had been measured twice, but it was appreciated that in exceptional cases this might prove impractical. (It is not mandatory as incorrectly stated in Bulletin 35 Par. 2.2.3.)

**Measurement Conferences.** The Chief Measurer will be holding a measurement conference in the UK lasting three days commencing 9 November to which all measurers are invited.●

### Jon Sanders receives Yacht Racing/Cruising Medal of Achievement

Jon Sanders of Fremantle has been selected by the American magazine *Yacht Racing/Cruising* to receive its 1982 award for performance cruising. Sanders recently completed a single-handed, non-stop double circumnavigation of the world in his S&S 34, *Perie Banou*. He started from Perth in September 1981 and took 14 months to complete the 80,000 mile voyage.●

### Radio signals generally better

Once again this year Bill White (Blue Water Communications) taped the first four radio skeds in the 1982 Hitachi Sydney-Hobart Yacht Race in order to appraise the relative signal strength of yachts participating in the Race.

The numerical score in the list below is

KEY	
5 =	EXCELLENT SIGNAL
4 =	GOOD SIGNAL, READABLE WITH NO DIFFICULTY
3 =	FAIR SIGNAL, BUT QUITE READABLE
2 =	POOR SIGNAL, JUST READABLE
1 =	VERY WEAK SIGNAL, BARELY PERCEIVABLE
0 =	WE CAN'T COMMENT ON YOUR SIGNAL AS WE COULD NOT HEAR IT!

ADRENALIN	4-5	DI HARD	4	MATIKA III	3-4	SAGA	0
ADRIA AUSTRALIS	5	DIAMOND CUTTER	3	MELTEMI	5	SAGACIOUS (TAS)	5
APHRODITE	2-3	EAGLE	5	METUNG	3	SALT-SHAKER 2	0
APOLLO	5	ENCORE	3-4	MOLLYMOOK MAID	5	SALTPETA	4
APOLLO II	5	EVELYN	4	MOONRAKER AGAIN	5	SANGAREE	4
AQUILA	5	FAIRDINKUM TWO	4	MORNING TIDE	5	SAPPHIRE	3
ARIADNE OF MELBOURNE	4	FARR OUT	0	MUCH ADO	4	SATIN SHEETS	0
AUDACITY	1	FIDELIS	4-5	MULULU	4	SCALLYWAG	0
AZTEC	3	FRIETEL	3	MYSTIC SEVEN	4	SCHEHERAZADE	2-3
BENANTHRA	5	GOLDEN PROSPECTS	2-3	MYUNA	4	SCORPIO II	0
BILLABONG	1	HELSEL II	1	NADIA	4-5	SEAQUESTA	5
BLACK MAGIC	3	HERCULES	4	NATELLE II	4	SHENANDOAH	4
BONDI TRAM	3	HITCHHIKER	4	NIKE	4-5	SISKA	4
BORSALINO	5	IDLE VICE	5	NITRO	2-3	SPANKER	1
CASABLANCA	3	IMPECCABLE	3-4	NOELEN III	3	STYX	5
CENTREFOLD	5	INCH BY WINCH	5	NYNJA GO	2	SUNBURST	0
CENTURION	4-5	INVINCIBLE	5	ONCE MORE DEAR FRIENDS	3	SUNRISE	5
CHALLENGE	5	ISLE OF LUING	2-3	PACHA	5	SUNSEEKER	5
CHANCE	3	JISUMA	4-5	PARMELIA	5	SWEET CAROLINE	5
CHAOS	3-4	LONGNOSE	4-5	PATINEUR	4-5	SZECHWAN	0-1
CHLOE	3	MARGARET RINTOUL II	1-2	PHYLLISE	4	TASHTEGO	3-4
CONDOR OF BERMUDA	0-1	MARGARET RINTOUL III	1-2	PICCOLO	2	TAURUS II	5
CONQUISTADOR	2	MARK TWAIN	4	PIET HEIN	3-4	TERUMA	4-5
DANCING LADY	4	MARLOO	0	PIPPINEL	3	THE NEWCASTLE FLYER	2-3
DEMONSTRATOR	4	MARY BLAIR	5	PIRRAS	3	THE ROPERUNNER	1
DESTINY	0-1	MARY MUFFIN	5	POLARIS	3	THE STING	1
				POLICE CAR	3	THIRLMERE	4
				RAGER I	5	THUNDERBOLT	0
				RAMPANT II	5	TUCANA	4
				REBECCA	4	VANESSA III	3
				REVENGE	0	VENGEANCE	5
				ROGIS TOO	0-1	VICIOUS	4-5
				RUNAWAY	5	WITCHDOCTOR	2
						WY-AR-GINE IV	5

based on at least two of the first four skeds and represents a *relative merit rating*. Signal strengths were recorded at three different locations; they were read on a signal strength meter and converted to a 6-point merit scale (0-5).

Bill White's general verdict: radio signals from the fleet are generally improving over

previous years.

Each point on the scale represents a doubling of signal output; if you have a rating of 0 you have a real problem; a rating of 1 means that you are putting out only about 3% of the signal being emitted by a radio scoring 5.

The average rating for the fleet was 3.36.



Rogis II in trouble in the Strait.



Rogis II in tow.  
Joe White

### E.B. Cane rescues Rogus II

The Hitachi Radio Relay Vessel, *E.B. Cane*, under command of Graeme White, was on its way back to Eden from this year's Hobart when it received word that *Rogis II* was 60 miles east of Babel Is. in 50 knots of souwesterly winds and in trouble. The *Cane* turned around and before long found the yacht, with rudder disabled and flapping away, causing serious concern that it might perforate the hull. The whole lot was jettisoned, and *Rogis II* was taken in tow to the lee of Flinders Is. until seas abated, and next day it was towed to Eden.●

### Proceedings of the QLD

The 14th annual gathering of the QLD was held, for the first time, at the Wheatsheaf Hotel, Hobart, on January 1, 1983. It was attended by some 700 delegates. These consumed 16,479 beers and raised over \$1500 in the process. We, as usual, were indebted to Fosters, who gave us 2000 cans to help the proceedings along.

Recently the Executive of both the QLD and the In-Race Yacht Roadies have had a series of meetings in various bars to adopt some common purpose for our respective charitable fund raising activities. The QLD has been raising money to put to an investment of sufficient size that the returns may be used to send a young Tasmanian ocean racing yachtsman overseas each year to attend one of the major ocean racing series (more on this project at a later date). At the same time we have given donations to the Crippled Children and to the NSW Blind Society.

For the first time this year we began playing the sponsorship game, with our backing of the Inaugural QLD Penta Base Hobart-Sydney Time Trial. We gave a donation of \$200 to go to Penta Base (along with the proceeds of the entry fees), and we gave 10 dozen cans of Fosters to the winner.

Meanwhile, the 'roadies' have had as their charity the NSW Blind Society. The Vice-

President of the Society is Sir James Hardy, who is also with equal status the Patron Knight of the Roadies.

I had a chat with Sir James just before the Hobart, and he expressed the view that it would be a good idea if both of our institutions amalgamated and adopted a 'variety club' approach, with ocean racing yachtsmen supporting the Blind Society. Fired up as I was with some Black Bottle brandy, I immediately turned to Prince Toohey à la Toohey of the Roadies and offered him \$520 for the Roadies Organisation by way of a donation to the Blind Society.



The Titular Head wore a steel helmet with rampart cluster of Fosters cans.

At the same time I asked Sir James to become Patron of the QLD. He refused! I was alarmed! Only eight people have ever been against the QLD (four in Hobart, four in Sydney). However, I was immediately relieved when Sir James went on to explain that he had always wanted to be a 'titular' head, and would it be OK if he took that post with the QLD?

In due course he was duly installed, at the Weathersheaf Hotel, as our Titular Head. His regalia was a steel helmet with rampart cluster of Fosters cans (see photo).

The Roadies, meanwhile, knocked back the takeover offer but agreed to lease themselves to the QLD for an annual donation of \$250 to the Blind Society. In the photo our Titular Head is seen clutching the money after the presentation.

Dawson missed the Hobart this year, but those who visit the CYCA will find him down there in all respects alive and well.

See you at the 15th QLD next year.●  
Tony Cable

### Nev Gossson sends thanks

CYCA Member Neville Gossson aboard *Leda Pier One* in the BOC Challenge has sent back a message by radio that he wanted to thank all those people who assisted his preparation in Sydney, especially his former crew members who all insured that although *Leda Pier One* had limped into Sydney, she sailed out in fine condition.

Amidst the static we were able to pick out the following names, but add that it is possible that we may have missed some: John Keelty, John Noakes, Clem Masters, Dick Bearman, David Palmer, Bill White, David Fleming, Roger Badham, 'young Stevie', Jim, Fred, Hilda.●

## Offshore Signals

### Rare shot of a Race Director

CYCA Hitachi Sydney-Hobart Yacht Race Director, Keith Storey, is probably best known to most Members for his skills as that Race's organiser. The image of the man that comes to mind most readily might be Keith at the helm of his magnificent *MV Marabou*. There are some who will remember that Keith was not always a power boat man, however, the proof of which by chance is on page 22 of this issue. There, the Dragon that features in the Wattle Marine Clear advertisement, almost surfing in fresh conditions across a can of Wattle's new timber finish, is none other than Keith Storey's *Tikki*, participating in the Dragon State Championships of 1963 (*Tikki* was Champion in 1961).●

### Bill Who?

When Nev Gossson addressed the CYCA Sportsman's Luncheon in January he related his woeful tale of eating cold tinned meat balls all the way to Africa because his gas bottles had accidentally not been filled in Newport. Nev said he understood that Jacques de Roux lived on an exclusive diet of Biltong and rice - but added that he wasn't sure whether this was a fact or whether Jacques was simply 'psychoing' a competitor.

Well, Don Greenfield of Greenfields Meats, Harbord, says not. Biltong has been manufactured by his company for some time, and he has a regular clientele for the product who would agree with Jacques de Roux.

Don writes: "*Biltong is a dried beef product; it's spiced and does not need refrigerating. Originating in Dutch sailing ships many years ago it was introduced into South Africa where it is a national delicacy. There it is made from many types of game (Springbok, Kudu, Venison, Ostrich, etc.); in Australia it is mainly made of beef as most local game is either unsuitable or illegal. A number of my customers are 'yachties' from the Pittwater area who are using it on their boats - some on extended voyages as it is a rich source of protein.*"

For those who would like to know more, contact Don Greenfield on 932704.●

### Answers to last issue's Puzzlers

As last month's Puzzlers represented some extraordinarily fine trivia, we herewith publish the answers along with the questions for those whose memory may not be that long.

- 1.) Apart from Magnus Halvorsen and Stan Darling, which other navigator has completed 25 Hobarts? **Dick Hammond.**
- 2.) Who has been New Zealand's regular representative in the South Pacific Tap Dancing Championship? **Syd Brown.**
- 3.) Two other well known yachtsmen completed 25 Hobarts last year [1981]; who are they? **Dick Norman, Max Crafoord.**
- 4.) What famous Hobart Race personality wears a tin sugar bowl on his head? **J. Sheridan.**
- 5.) Who was skipper of the all-girl crew in the 1975 Race? **Vicki Willman.**

(Continued on page 32)



BOC Around Alone Single-Handed Challengers (left to right): (back row) Guy Bernadin (Ratso II), Jacques de Roux (Skojern III - ship lost in Southern Ocean after being rolled, then holed by its mast), Francis Stokes (Moonshine), Dan Byrne (Fantasy), Nev Gosson (Leda Pier One), Richard McBride (City of Dunedin); (front row) Thomas Lindholm (Driftwood - withdrew 1/9/82), Yokoh Tada (Okera V), Desmond Hampton (Gypsy Moth V - withdrew 18/12/82 after being wrecked on Gabo Island), Philippe Jeantot (Credit Agricole), Bertie Reed (Altech Voortrekker), Richard Broadhead (Perseverance of Medina), Richard Konkolski (Nike III) did not arrive in Sydney until 17/1/83 and does not appear in the photograph.

## AROUND ALONE

The Sportsman's Luncheon held at the Cruising Yacht Club of Australia on January 11th, 1983 featured the single-handers taking part in the BOC Challenge - Around Alone, Second Leg, among whom was CYCA Member Neville Gosson. Nev was the keynote speaker, and in his address and during a question period he touched on a number of aspects of single-handed tour-de-force racing. The following is a transcript of the remarks at that luncheon.

He was introduced by CYCA Vice Commodore, John Brooks.

**Brooks:** The thought of sailing round the world terrifies the hell out of me. Whether or not you support short-handed ocean racing, you cannot but admire the courage, the seamanship and the physical and mental toughness displayed by the contestants in this race. It's not the sort of racing that most of us would relish, but one amongst us in this particular Club took up the challenge, and he proved himself in the first instance by making a voyage of 11,200

miles from Sydney to Newport in 80 days, and that was his first time single-handed. Now he is back at home waters, and it gives me great pleasure to welcome him home and to introduce him as today's initial guest speaker, and to ask you all to welcome home Neville Gosson.

**Gosson:** Thank you very much. Distinguished guests, ladies and gentlemen: where will I start? I really don't know. Having left here on the 23rd May so much has happened and my education has been improved so much by these fellow yachtsmen that it's very difficult to say where I should start.

Everyone asked me several things about the journey. First of all, my journey across to the United States with my encounter with a whale - and it seems to be 'headlines' around the world, and people want to know what it's like to hit a whale. Well, I suggest "Don't get involved," because they're very solid things; it laid me right over on my ear twice, and it's something that I've done twice now and I don't want to do again.

As far as this [type of] yachting event is concerned, I think from what we've been taught in Australia, we can throw away the rule book completely and we can start again. Talking about sailing rhumb lines and trying to point our boat high, and foot fast through the water is something that this race doesn't demand at all. These boys have taught me quite a lot, and I'm still learning, and one of the things I have decided is that a boat going fast through the water doesn't necessarily get to Cape Town fairly quickly.

To give an instance of this, I started very late at Newport, and I passed, I think, something like about six or seven of the other boats going up the Harbour, and when I got out I thought to myself "I'm going very well here, I'm just wondering how much I'm going to win this race by." By the time I'd got about a quarter of the way through the race I found that anyone that I'd passed was way in front of me, by something like about 700 miles. I was sitting in the middle of a high, and I think I did 32 miles one day and 12 the next. So that

was the start of my education.

From there on I started to watch what the other boys were doing. And [it was nothing] for them to sail 30 or 45 degrees to the course or to go at some fantastic angle and go round highs and pick up lows, and they finished up so far in front of you it's just unbelievable. So when I got to Cape Town, and had a look at the boats that I'd seen there in front of me that I'd passed three times or four times during the race, I wondered how the hell they'd got there in front of me, but I'm now starting to learn what it's all about.

The Cape Town to Sydney leg has been quite an interesting one. When you get down south, it's very cold and miserable, as everybody has said, and I got an easterly gale about halfway through, and I thought I was going to need ice skates there at one stage. I got down to latitude 56, and I can assure you anyone that's going down that way, they have my blessing, and I have no intention of going down there again. If you strike any drama up on deck - you've got a sail that's flogging around in the breeze - by the time you get up and get dressed and get all your gear on, the sail is in shreds anyway, so it's a pure waste of time. I found that if you try to jump out of your bunk and get up on deck, with virtually nothing on, you'll last about five minutes; you're so frozen you can't move and you're just incapable of doing anything. So, generally speaking from what we've learnt in Australia, and to do a race like this, you throw away the rule book and you really start again, and you look at these boys and that have been doing it for some time and they can really teach you something of what it's all about.

So, it comes down to this. Passage racing is not about rhumb lines; it's not about tweaking sails; it's not about boat speed; it's about being in the right place at the right time with the right sort of gear.

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And I look around, and I see Yokoh down there, eating away there very comfortably, and I look at the other end and I see the French boys having a smile to themselves. These boys [saw] Gosson get on the end of a line, [Gosson] who has never done any of this before and who said - and I did this, I said "I'm going down the line come hell or high water" and they probably said



Leda Pier One got off to a flying start and battled to be first through the Heads, but in the moderate breezes and slop she was out-pointed and out-footed by her French rival.

to themselves "Well, good luck to him" and that's what I did and that's why I've come in tenth.

However, I'm now starting to learn the best way is to follow them. Anyone that gets in front you can be sure, if you're plotting my course, you'll see me totting along behind you.

It's quite incredible, really, the education that these boys can give you. How to read weather maps, and some of the courses that they take - they think nothing of going something like a 1,000 miles out of their way to go round a high to pick up a low. I know when I started in Newport, the first night out we had quite a fresh breeze and I was very confident, having sailed something like 12,000 miles, and I knew the



Credit Agricole starts the third leg of the BOC Around Alone Challenge.

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boat fairly well, and I could do just about everything in the dark. I didn't have to put any lights on. And when we started off I was only in the middle of the fleet. I was about fourth, eventually, by sunset, and we got a very hard breeze that moved from the north to northwest, and I thought, "I'll be very smart here; I'll leave all my lights out and I can work on my deck without putting a light on and I'll slip right through the middle," which I did. I sneaked through the middle and I got over the rise and I looked back and I thought "I'm home and hosed here, it's just a matter of how much I'm going to win by." But when I found out that after 24 hours I did 12 miles, and then the following 24 hours I did 32 miles, and I found these guys were doing something like 150's and 180's, and they were going right round to the east of where I was or, as Philippe did - went right round to the west, I started to wonder what the hell was going on.

So, really, in Australia here we have a terrible lot to learn as far as single-handed racing is concerned. I think it will take us quite a long time to catch up with these boys. There's no doubt about France; they're so far in front of us at the moment that I just do hope that the Yachting Federation sees its way free to accept single handed and short handed racing. I really think that yachting in Australia at the moment is taking the form of specialising - either you're a helmsman or you're working point or you're working somewhere on

## Around Alone

a coffee grinder or whatever. But we are becoming a race of specialists in yachting as we are in commercial life. I think single-handed racing is a chance to let a man that's prepared to be a general all rounder to be able to show his wares. So I hope in Australia here in the future that we will accept short handed racing, whether it be single-handed or doublehanded. Let's accept it here and let's learn from some of these other countries and give what the chappie who's prepared to be an all rounder a chance to stand up and sail around the world. It's quite exciting.

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...The amount of interest that's been shown in this race, to me, is quite staggering. We've managed to get off the sporting page into the general section, and our phone never stops ringing. "What's happening?" and "Where are we?" and "Why am I lost?" and "Why am I going on the ice?" and "Why am I somewhere where everyone else isn't?". Really, I can't answer half of the questions, because why I got an easterly gale and I finished up down south I'm still trying to work out myself.

If anyone is prepared to ask me questions or has any point of view, I'll do my best to answer...about single-handed racing, or psychology or about loneliness or whether you want to talk about handling the boat itself or the other facets, and there's a million and one of them.



At the Second Leg awards presentation (left to right): Nev Gosson, Paul Kelly, Director, Pier One P/L, Robin Knox-Johnston, Chairman of the Race Committee.

**Question:** Is this the sort of race you take your mother-in-law on?

**Gosson:** Only if you're going to push her over the side at the early stages.

Would anyone like to ask any pertinent questions?

**Question:** [Undiscernible sentences, spoken with Japanese accent] ...I have to ask this.

**Gosson:** Yokoh, you have asked me questions all the way around the world. I'm not so sure that I should answer you.

[More indiscernible questions.]

I'll translate that because I can speak a little Japanese, fortunately. Yokoh's asked me why the hell I went south at the Kerguelen Islands. Well, to answer that, Yokoh, I got a nor'easter when everyone else got northerlies and westerlies and I was too far south anyway, and having a nor'easter push me south of the Kerguelen Islands it pushed me out of latitudes 49 into 52's, and, of course, then I got into 52's and I got an easterly gale that pushed me into 56, and I can assure you I have no intention of going back into 56 whatsoever. Only the quick round the bottom of the Horn.

**Question:** Nev, if you were starting again, what changes would you make in terms of the amount of time you'd allow yourself before buying a boat to make the trip in the first place, and what changes might you make in how you fitted her out?

**Gosson:** Well I suppose if ever a boat has been ill-prepared for a race, it has been mine. I bought the boat back...I originally owned had it, as you all know, and I brought it back on something like May 1, and I left on May 23, and so frantic was my exit from Australia that I forgot my clothes. When I was in New Zealand I was frantically walking around in a pair of shorts in the middle of winter and a pair of yachting shoes; everyone thought I was bonkers, and I probably would have thought the same, but I was so cold and so miserable that I couldn't get into of the store quick enough to buy myself a

pair of slacks and some jerseys which I fortunately still have.

I think for a race like this, there should be a lot of thought put into it. There's no doubt about it, the race is not about boat speed. You can go up the harbour and sail past probably most of the boats here and you'll look at them and say "Gee, that's slow and that's slow and I can kill it", but kill it you might, but if you're not in the right sort of breeze, and the right sort of place, if there's no breeze, it doesn't matter how fast your boat is, you'll stop just like everybody else as I found out.

So I think as far as the boat being prepared, it's all about insurance really. We're not talking about twiekie boats, three-quarter rigs and all that sort of thing. I think we're talking about gear that's going to last for considerable periods of time. For example, I think when I went across to the States I was on a starboard leg for three weeks, and I was starting to see the world from a slanted point of view, I can assure you. I was getting quite used to walking down to the toilet every morning, that when I went on the other leg and started walking uphill I wondered what the hell was going on.

But this is the style of race that, when you're within 1,000 miles of shore, you're starting to pack up to go ashore, thinking "I'm almost there." It's quite interesting; I hear people talking about a Hobart Race of 650 miles; when we're within 650 miles of shore we're almost there, and everything's packed, the boat is clean, the clothes, the stove is all cleaned down, everything's put away. You can see the guys all walking up and down chewing their fingernails doing the last 650 miles. So the whole race is completely different.

**One of the things that I get asked many times is how the hell I put up with myself for so long a period of time. That's a good question.**

**Question:** How do you overcome fear? That's all that keeps me from going!

**Gosson:** I don't know that 'fear' is the right word; I think if you asked any of these guys they'd tell you that they feel 'apprehension' rather than fear. However, I think I was introduced to fear a few times when I was sitting at the top of the mast trying to feed the halyards through the top and down; in latitudes of 50-odd when you're climbing a mast, it's full of ice, and I slipped from the second spreader down to the first spreader - it's like climbing an ice walk, actually. I think that's probably the first time that I would say in my life that I was really ready to cry, and I don't cry terribly easily, but I would have cried from fear. It's not often you feel fear (or I feel fear) at sea, and I think when you look at most of these single-handers they're all pretty steady guys and I don't think any of them feels fear a great deal. But I think they do get apprehensive.

One of the things that I get asked many times is how the hell I put up with myself for so long a period of time. That's a good question.

It's surprising, on the boat, just how much

there is to do in any 24 hours. The fact that you have to work 24 hours a day for six weeks really takes a lot of filling in. But when you talk about navigation, and when you talk about tactics and then when you talk about sail trim and you're trying to feed yourself in between, and of course that always takes me a while - I'm the world's worst cook - and you're trying to get a bit of a kip in between time. There's always maintenance to do on your boat. I've always found it's not a matter of filling in the day it's a matter of when I get time to get in the bunk. And I have a very thoughtful lady here, Annie Wilson, who probably did the best thing for me that's every been done. She gave me a hot water bottle. Now I know yachtsmen never talk about hot water bottles, and I'm going to say that I am a great believer, at the moment, in hot water bottles when you get down south, because that's the only thing I really looked forward to of an evening. There was nothing else, and you're in your sleeping bag that's dripping with water and you're living in a boat that's dripping like a damp cave, everything that you've got is wet - all your clothes are wet, and you can't dry anything because it's impossible. The only thing that I had to look forward to was slipping into bunk and sneaking down on that hot water bottle - it was marvelous.

**Question:** Did you hallucinate at any stage?

**Gosson:** I think I must have - before I started, actually. Actually we had a book which was sent out by Dr. Larry Neasley [sp?], who is a neurologist and is very very keen to sort out what happens with people who are alone on long voyages, whether it be on yachting, or whether it be down in the Antarctic, and we have these books that we had to fill out, and I did mine very carefully. It was very interesting to read back; in it it says (the last paragraph says) "If you're hallucinating, what did you see?". I would have loved to have read some of the other boys' books, but I know what mine was like. But it's quite surprising that if you don't get sleep for long periods of time, it's very interesting what happens you. I'll just give you a brief encounter with what happened to me.

**The longer the trip goes, the body and the mind seem to separate...and the longer the race went, the wider the division...The mind would talk to the body and the body would react and would talk back.**

I find the longer the trip goes, the body and the mind seem to separate, quite completely, and the mind seems to stand aside and tell the body what to do all the time. Now, I know sitting here at dinner in Rushcutters Bay this just might not make sense. But when you get out at sea and you've been out there for some period of time, things aren't normal, I can assure you. And as the race goes on, I found that my mind was talking very strongly to the body and said "Get out of your bed, we've got problems up on deck" and there's no way that that body was going to lie in bed, because if



it did the mind nagged until it eventually got up. And as the race went on, the mind became very very strong, and if there was any drama on deck, like wrapping the kite around the forestay, or when you've got a No. 1 headsail, and you're trying to handle it on your own, and suddenly you've got 60 knots of breeze and you're wondering how the hell you're going to get it down - it's the mind that sort of took over and became completely in control and it talked to the body and said "This you'll do, that you'll do, and then do it in this way". And it was quite surprising how the mind and the body, as far as I'm concerned, absolutely divided, and the longer the race went, the wider the division.

But as we got closer too shore and the problems didn't come about so much, then slowly they'd come back together, and by the time you crossed the fishing line, you're nearly back to almost, what we'd call 'normal person'. But out at sea it's quite different. You find that the mind would talk to the body and the body would react and would talk back. The other thing I found with me: I swore so much that I absolutely shocked myself, because I'm not a great swearer in normal times. And I was quite surprised to listen to myself kicking the mast and kicking the sails and getting very ill-tempered, and carrying on like some little petty girl or petty boy who's just been spanked. It's very interesting, if you can psychoanalyse yourself, to see just how you do react under these conditions.

Some of the people I understand do see things on boats and they do have fellow people walking alongside of them, helping them out and they even call them by name. I didn't get quite to that stage, but I saw on two nights running green flares which I thought came from *Skojern III* - in fact I never asked Jacques whether he did let them off. But I don't think it was Jacques because Jacques was in front of me at the time [and the flares came from behind] and I thought they did come from *Skojern III*. But the flares were so vivid, and you could watch them go up in the air, and they come down and you'd see them hit the water, and it happened two nights in a row with me at

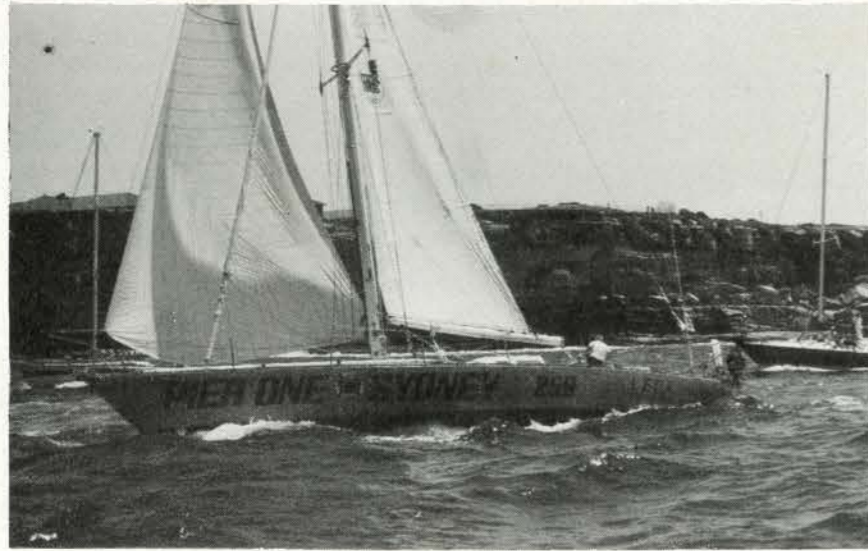
exactly the same time. But when I traced back through the book to see how much sleep I'd had, I found out that I'd been up for 48 hours, or something like that, without sleep. So the sleep pattern was fairly important.

**When you didn't have very much sleep, you saw all sorts of things, and you floated round the boat, and some of the decisions you made were absolutely terrible.**

So we come down to this: when you didn't have very much sleep, you saw all sorts of things, and you floated round the boat, and some of the decisions you made were absolutely terrible. And what you've got to try and do, as I found out, you've got to try and get your head down and get some sleep even if it's only for an hour at a time. It is very very important to get some sleep somewhere along the line within any 24 hour period. I know I've always boasted I've been able to go for 24 hours or 48 hours without sleep and, yes, you can do that, but I find if you try and do it consistently it's fairly dramatic and the decisions you make are absolutely out of this world. Does anyone want to ask any other questions?

**Question:** On the average, how many hours; sleep did you have?

**Gosson:** Well I'm not going to tell the competitors, so I hope they're all tuned out at this stage. I tried...when you're within a shipping lane or when you're fairly close to shore the amount of sleep you get is zilch. When I'm out at sea, well away from shipping lanes, I find that I can go for two hours or perhaps 2 hours in the bunk, and I think a couple of times I actually passed out - at one stage I think I passed out for six hours. That was the longest period of time that I had. I understand that boys like Jacques and Philippe and some of the others that have been doing this for some time have time clocks built into their hearts somewhere where they seem to wake up on the hour every hour and come up like a little bird and



put their head around and have look and see if there's any shipping and duck back into their bunks. I'm not able to do that unfortunately.

I seem to need about two hours sleep. I know Richard Broadhead up there has suggested to me he'd like six. I've yet to find out if he got his six. I somehow suspect he never has; I seem to think he was having me on because he did finish out in front of me on the track, but I don't think that's quite right. I don't think any of us really get more than perhaps an hour to two hours constant sleep at any one time, and in any 24 hours I think we'd all be scratching to get six hours' sleep.

**When you get down south, it is impossible, and I say impossible, to ever get sights. I went days and days and days where not only I didn't see the sun, I never even saw the sky...In fact I did not see the front of the boat, there, for two days. And people have asked me "Did I see any icebergs?" and I said I didn't see the front of the boat, so whether there were icebergs there or not I had no idea.**

**Question:** Did you rely on the satellite navigator, or were you using on your sextant and your tables?

**Gosson:** Reluctantly, I relied on my sextant going from here to New Zealand because my Satnav broke down. Fortunately, after some considerable cost it was repaired, and I prayed to Allah from there on that it never would break down again. Because when you get down south, it is impossible, and I say impossible, to ever get sights. I went days and days and days where not only I didn't see the sun, I never even saw the sky. So if anyone thinks that they can get down in latitudes of 50° and take sights, it is not possible. In fact I did not see the front of the boat, there, for two days. And people have asked me "Did I see any icebergs?" and I

said I didn't see the front of the boat, so whether there were icebergs there or not I had no idea. In fact I was completely off the chart for almost two weeks. I had a bit of writing paper I'd sticky-taped down onto the desk, and I was off the chart and down onto the writing paper, and eventually about two weeks later I got back up into the margin of the chart, and finally, round about Tasmania, I was back on to the chart again.

So you can't get sights; you've got to rely on the satnav down there. I'm quite convinced, from the tactical point of view, satnav is very very important. It's terribly helpful. Because you know we all get sked mad on these sorts of races, and I heard Bertie Read say "Well is this just another just another sked just another sked just another sked or just another plot?". Wasn't that the words you used? You become a plot freak, he reckoned. Because as we go along, we do have a chatter channel, and we talked for one hour (supposedly) each day. And it's very interesting what comes up on this chatter channel. The boys have no hesitation of telling you where they are because they know there's no hope in the world you're going to get where they are. You might sit there and there's no breeze at all and they're 600 miles away and they're going like rockets. So if they come up with that nice tone in their voices saying "Oh, how are you going?" you say "Geez I'm going bloody awful at the moment, I've done about 50 miles or 60 miles a day or so".

"Bad luck, mate," they say, with that nice tone in their voices, "We've just done 175".

**Question:** After you win this one, would you do it again?

**Gosson:** If I ever win this one, Sir, I will never get on the boat again.

**Question:** What's a typical meal for you? What did you eat on a typical day?

**Gosson:** I've become very convinced, now, [that] good things come in cans. Along the first leg, for some unknown reason somebody forgot to fill my gas bottles. So after the second day out, I started to eat cold canned food. I thought, "Well, cats and dogs

have been eating cold canned foods for some period of time now, and I feel terribly sorry for them." I can assure you, I had no pleasure at all in looking forward to my evening meal. In fact I found that I was starting to put off my evening meal from six to seven; eventually it was about eleven o'clock at night before I talked myself into eating anything at all. So anything that comes out of a can I can cook really well, because I can put salt water into a pan and I can drop a can in it, and I can feel when it's fairly hot, and I can tip it out. Anything much cleverer than that, I think, is completely beyond me. So it's anything that comes out of a can is all right with me.

**Question:** Did you drink much?

**Gosson:** Did I drink? On the first leg would you believe that I lived on Solo lemonade - 'lemon drink' I think it's called - and because I couldn't boil anything, and that was the only thing that I had aboard, I drank Solo and ate cold meatballs and gravy or something. I had that for, would you believe, six weeks.

But the second leg was much better. I had two 20-pound gas bottles, but when I got down south I had to make a compromise; if I was to continue to leave the stove running to warm the boat up I had to make a decision whether I was going to be prepared to keep warm while I was going there or whether I was going to eat down there and be freezing cold. I chose to be warm, and I stopped eating on the last week, and I got back to the cold canned food again. But I've been making hay while I've been ashore, I can tell you.

**Question:** What about catching fish?

**Gosson:** No, we don't catch fish at sea. I think most of the boys...it's surprising; I'm sorry that Paul Rogers from *Spirit of Pentax* is not here. Paul was very much against anyone taking anything out of the sea, and he's one of the boys who's sailed round the world many times, and he, unfortunately, got flattened twice coming from Cape Town out here, and he had to go back. He finished up with almost no boat. If Paul was here he would tell you that you shouldn't take anything out of the sea; it's not the thing to do. And so I suppose it was his influence on all of us, and I don't think any of us fish.

**Question:** What about your overall health - on that diet, and just Solo?

[Interjection: "Is is better than Bundaburg?"]

**Gosson:** Well, you can always add Bundaburg, like to coffee in the morning, to keep the day going. I don't know. We're talking short periods of time, really, when I'm talking six weeks. Really, in a life span it's not a long period of time, and I think you could slum along on seaweed; in fact, I've been invited to a seaweed party aboard a certain boat. The gentleman is up at the end of the table. I can see he's saying 'Allah, Allah' at the moment [points to Yokoh Tada at the end of the table, whose chin is on his chest and who appears to be sleeping]; I guess it shows how boring speeches like this can be.

I understand from Jacques that he lives on biltong and rice, and that's all he eats all the way through, but I'm still not sure whether he's kidding me and that's the way he's

going to beat me next time or not. But that's what he is suggesting that he eats for the entire race.

I still really don't know whether that is true or not but he keeps shaking his head and says yes. What you've got to watch with these competitors...they psyche you before you get off the wharf. I might go and buy a heap of biltong and rice and find out he's got heaps of canned food. I really don't know what the situation is. From my point of view, I eat canned food, and I don't feel any different at the end of the race. I've got a very sore hand from opening the cans, that's about it.

**You talk to the birds every morning, and you find an albatross will adopt you and hang about the boat for days and days on end. You keep thinking that you've got some affinity with the birds and they like you and that's why they hang around you, but you actually find out that's not the reason at all; you're churning up the water and they're looking at what's in the water behind you.**

**Question:** What is your general fitness now, compared with when you started?

**Gosson:** I've lost a stone in weight, and I think some of the marbles have gone out of my head. I really feel, actually, a lot fitter. It's a hell of a way to lose weight, I can tell you. I have lost a stone, but I have put a few pounds back on since I've been here. I think being out there for any great length of time, it's quite interesting to see how you do without. I mean, you talk to the birds every morning, and you find an albatross will adopt you and hang about the boat for days and days on end. You keep thinking that you've got some affinity with the birds and they like you and that's why they hang around you, but you actually find out that's not the reason at all; you're churning up the water and they're looking at what's in the water behind you. That's the only reason they're hanging around anyway. You've always got birds around you, and porpoises come across every now and again and have a bit of a swim under the bow, and you get such an affinity with the things around you that when you come ashore suddenly you've got TV cameras thrust in your face sometimes it gets a bit hard to handle. But it is very nice out there just having to deal with Mother Nature and not having to worry about the stock exchange and everything else. It's a great feeling. So what you really lose in weight, and what you really lose perhaps in nice styles of food, I think you make up for in the quality of the environment that you're in.

**Question:** What were the worst sea conditions you've had to endure in the race so far, and how would they compare with your expectations from your past experiences?

**Gosson:** Contrary to what everyone has said, I think here in Australia we do sail in fairly troubled waters. I didn't find the sea

conditions coming from Cape Town here anything of great difference to some of the Hobarts that we've seen. The worst seas that I've had since I left Sydney were actually off New Zealand, on the way to Panama, and it's the first time I've ever been on hands and knees below decks on a boat in my life. But there was no way that you could stand up on *Leda* [Pier One], anyway, in those particular seas. We had three gales in five days in three different directions, and the seas there were absolutely astronomical. Coming through on the southern route I didn't find, myself, that the waves were extremely high - not much higher than what we have seen in some fairly bad Hobarts. What you get, and what seemed to knock everyone about, was the cross seas.

Another thing was that I found that the breeze changed fairly dramatically almost every 24 hours. You start off with a westerly and within 24 hours you'd have a nor'westerly, then a northerly, then a nor'easterly back to a northerly, back through the segments - you'd come back to a southerly back to a southeast and it would stop at the



Gosson makes last-minute adjustments before the start of Leg Three.

southeast and then go back to the west again and go back through the segment. It seemed to do this fairly regularly in some sort of pattern. So what you would find was that when you were surfing down a big sea and you finally get your log where you're 20 knots or something and you think you're going like a rocket; when you're halfway down a wave you'd get a cross sea coming from out of the blue and what the cross sea would do was to knock the nose of your boat and you'd spin if you're lucky and swing her the right way. If you're unlucky you'd broach. Of course, you know, if you broached it was mayhem, and you'd do all sorts of dramatic things and get flattened. It was the cross sea that seemed to be the biggest problem [as far as] I could understand for most of the boats that were coming through. The seas that built up behind you - I got pooped twice,

**You get such an affinity with the things around you that when you come ashore suddenly you've got TV cameras thrust in your face sometimes it gets a bit hard to handle.**

I think, on the way through, and I think that's the first time *Leda* [Pier One] has ever had a sea over its stern and I filled the cockpit up and fortunately I had the washboards in and nothing went down below. But the cross seas were constantly hitting the side of the boat all the time, and it's these cross seas - as single-handers we depend so much on our wind vanes and on our pilots. I think the poor old wind vane was wondering what the hell was going on; it was trying to steer your boat and you were being knocked away for about 45 degrees, and it took some time before you could get it back under control.

Thank you very much ladies and gentlemen.

**Peter Shipway, General Manager, CYCA:** Thank you, Neville, and I'm sure that we've all enjoyed that this afternoon, and on behalf of the Club and all of us here, we wish all the contestants the very best of luck and a very safe voyage back to Newport, Rhode Island.

Just one final speaker to close the meeting or the lunch this afternoon. If you think these guys are crazy, consider a guy that's spent 313 days by himself sailing non-stop around the world, has just completed the Route du Rhum, which is a single-handed race in Europe, in a 70 foot catamaran, and he enjoyed the conditions in the first five days - I think they were a force nine on the nose and you have a man called Robin Knox-Johnston. He really done it all. He was the man instrumental in getting *Condor* or *Bermuda*, as we now know it, built for the 1977 Whitbread Race; that yacht has just taken line honours in our Sydney-Hobart Race. He skippered that to two victories, on two of the legs in the '77 Whitbread. He's the race Chairman of the BOC Challenge Around Alone, and we're delighted to have him here with us today - Robin Knox-Johnston.

**Robin Knox-Johnston:** Ladies and gentlemen: I've felt, as a Pom, really the most useful thing I can do when I came out here was to bring you some guide dogs for your blind Australian umpires. Then I realised you'd just accuse me of being another whinging Pom. I'm not going to be very long because I am aware of what's going on today. It's our chance to get our own back and I don't want to keep you from it.

I think Neville's said about all there is to say. I think any of us that go single-handed will share most of the views he's put forward to you. One or two I differ with. I'm not so keen on his style of cooking. I managed to get hot meals most of the time. I'll tell you about one occasion I was cooking in my boat, and it was very hot and I hadn't got any clothes on, and I got a bench across the aft deck of my boat - it's a 32-footer. And I

**I was in the merchant navy for 13 years, and I've got strong views about the safety of single-handers vis a vis ships at sea, and also, having nearly been run down earlier this year by a ship that wasn't keeping a lookout, I've got views the other way as well. — Robin Knox-Johnston**

took the pressure cooker off the stove which had my stew in it (I cook stews the whole time, because they're easy to cook — cans again), put it down on the bench, turned round, put the kettle on the stove and sat down on the pressure cooker. That was the worst thing I did to myself before I retired from single-handed racing. For years afterwards people have come up to me and said "Have you still got the scar?"

I don't necessarily agree with Neville about not fishing; I kept a line over the side most of the time. I did take the hook off in the southern ocean because the albatrosses kept diving and I didn't feel like catching them. And I have to tell you that in 313 days I caught one fish, so I'm not sure you'll miss very much.

I endorse to a certain extent what Neville was saying about singlehanded sailing. It's a great sport in Europe. It's becoming exceedingly popular with the French, and I think the fact you've got three Frenchmen in this race doing exceedingly well...there's a good reason for that. There's a lot of competition in France; they're producing a lot of very good single-handed sailors. And we're getting more and more single- or two-handed races being introduced in the circuit. I'm not going into the politics of it.

I was in the merchant navy for 13 years, and I've got strong views about the safety of single-handers vis a vis ships at sea, and also, having nearly been run down earlier

this year by a ship that wasn't keeping a lookout, I've got views the other way as well. It's a great sport. You're going to see more of it. This is only the second single-handed race around the world. We started with 17 people, we're down to ten or eleven. I think we're now down to a very hard core and I think the chances are that you'll probably see ten or eleven finish. That I think says a great deal for the standard or competitors we've got left in the race.

What I think we'd like to see in Europe is more of you people coming and joining us; I mean, you're meant to be great individuals; well, come over and prove it. [Sentence missing, as tape was changed at this point; he is talking about the spirit and quality of competition. — Ed.] They talk to each other and take the mick a bit, a little bit of psyching goes on but that's inevitable with sailing, I think. But basically a classic example of this was, of course, in the last leg where one bloke got knocked down badly, realised his keel was moving about 20 degrees, realised he couldn't go on, and when first we got the satellite things on it we were able to work out who was the closest boat. The other boat stopped. The other chap sailed out to him, jumped on board, and he brought him all the rest of the way here. Now, this is the second time actually in two months this has happened — where a boat has got into difficulty, been picked up by another competitor in the race — and I think this is a wonderful example, it's what you get when you go to sea, and that's really should be the system. It's very nice to see it actually practised.

The race itself...well, I'll just tell you a little bit about the background of it and then I'm going to finish and let you go and watch the cricket. It started with an idea in America. In fact, a friend of mine, David White, got together with a chap called Jim Bruce, who's here with us today. They decided they'd like to run what was going to be the ultimate

race to hold. They decided it was a single-handed race round the world, and they thought to make it a little bit more interesting they'd have three stops in it. They started talking about this race about four or five years ago, and it all suddenly came together. So there we were in Newport; we actually got 17 blokes, and people would come up and say "Well, aren't they all nutters?" and "Do you think they're going to make it?". You have to say to people in absolute honesty, when you've looked at the boats and looked at the blokes, I'm not going to predict any of these guys are going to pull out of this race. I've looked at the boats; they're all very well prepared. These chaps have used their intelligence about it. There isn't an unseaworthy boat here. You met the guys and you sort of got the feeling that they're not stupid, they're not nutty at all. These are guys who can make this trip. We've had people haul out for various reasons, but ten out of seventeen left after sailing halfway round the world single-handed I think speaks for itself.

Anyway, that's about it. I'll just finish off by saying, on behalf of us all, and in particular the competitors, how much we've appreciated the kindness that has been shown to us in Sydney and by the Australians here. There's only one more to come in. He had to pull in to Perth where he got a tremendous reception, a tremendous amount of help. We expect him to arrive just before the restart but knowing him, Richard Konkolski, from Czechoslovakia, we'll expect to see him start again very quickly.

I'd just like to say, on behalf of the organisation and in particular on behalf of the competitors, thank you very much for your hospitality, it was very much appreciated and I think most of us look forward to coming back and meeting you all again. Thanks very much. □



## BIGGLES' COLUMN

by John Brooks

One of the most enjoyable Hobart Races in many years, was the general consensus, and a fair result. There were few hard luck stories, and the boats that should have been up with and amongst the winners were. Most yachts came through the early period of hard running unscathed, although there was one dismasting. The ten Race retirements occurred early in the race, but after that the fleet settled down to some very pleasant sailing indeed.

Who said it is bad luck to change the name of a yacht? Congratulations to Ray Johnson and the crew of *Scallywag*; they sailed a great race to pip some highly favoured heavyweights. *Scallywag* started life as *SmirNoff-Agen* and then had a most successful run as *Vanguard* for Dick Cawse, who admits to some mixed feelings when he heard that his old boat had taken out the big one. *Scallywag* had just done it again as we went to press, with a top scoring performance in the Cabbage Tree Island Race and must now be knocking on the door for the Blue Water Championship.

The Hobart Race never ceases to surprise, but the nail biting line honours finish of *Condor* of Bermuda nad *Apollo* brought an entirely new dimension to the Race. As a television spectacle, it was sensational, and for the 10,000 or so Hobart spectators, who barracked

the boats to the line like two football teams, it was the most spectacular race finish of all time.

For the two crews involved, the tension built up from early morning to a knee shaking last hour of close competition, rarely experienced in long passage races. With a boat length to go, discipline broke down and the crews started yelling at each other across the few feet separating the two maxis. With crew bosses struggling to make themselves heard in the din of the crew and spectators, *Condor* crewmen followed a few of *Apollo's* instructions and vice versa, but by then the die was cast. *Condor* won by the narrowest of margins, a metre in boat length and seven seconds of elapsed time. It seemed a lot closer than that to me, but I was just as biased an observer as the rest of the *Apollo* team. Eight hours later we were still hyped up enough, with the aid of some Cascade, to get vocally involved with a video replay at Dolan's Pub, no doubt in some fantasy that the result might still be changed.

One of the features of the Race was the tight private race of the maxi division. All five stayed in sight of each other for almost the entire race, all but one took the lead at some stage, and all five were sailed to their limit as a result. *Helsal*, which is not supposed to be at its best close hauled, stuck to *Condor* and *Apollo* like glue when the wind went southwest. There must have been a lot of dedicated work going on aboard *Helsal* overnight. Later, *Helsal* worried *Apollo* across Storm Bay and up the river, and it was probably that bit of enforced concentration that got *Apollo* up the river fast enough to catch *Condor* in her private vacuum about two miles from the finish. That was when the pressure really went on.

As if all of that did not provide enough excitement dockside, when *Scallywag* was posted overall winner by less than two minutes from *Audacity*, it was the closes handicap finish ever and contributed to a remarkable set of Hobart results. Almost all of the first ten overall were mentioned somewhere before the start as potential winners, and *Police Car* probably fared better at third than any other pre-race favourite over the years, an accolade which usually dooms a yacht to mediocrity in the Hobart results.


About 700 yachties attended the QLD in Hobart, allegedly for altruistic motives because \$2,500 was raised for charity. The QLD is almost becoming respectable, if the rank of the various identities who showed up throughout the day is any indication. This is a

development which would cause consternation amongst the old regulars — the QLD becoming respectable, I mean. What Peter Bowker and Syd Brown would say about it all I can't imagine; "Belch" would probably be close to it, or perhaps "Burp".


Those of you who attended the CYCA Sportsman's luncheon in January and met or heard the BOC Challenge skipper will be following the third leg of the race to Rio de Janeiro with some interest. I suppose that a round-the-world yacht race is the only type of race one could give a progress report about in a two-monthly column. The smiling Frenchman, Philippe Jeantot, in *Credit Agricole* was well in the lead early in February and should be around the Horn by the time this appears. Another Frenchman, Jacques de Roux, was second in his *Skojern III*, and Bertie Reed in *Altech Voortrekker* and Richard Broadhead in *Perseverance of Medina* were about equal third. Neville Gosson was fifth in *Pier One*.

Listening to Neville and Robin Knox-Johnston describe the joys of solo long distance racing made me certain that we were learning about it in the best possible way, in the clubhouse partaking of cool drink. The men in that fleet have my utmost admiration, but not my envy.

On the subject of the CYCA Sportsman's Luncheon, ABC Sports Commentator Norman May was guest speaker for February and, in his capacity as Chairman of the NSW Olympic Committee for fund raising, mentioned that he thought he could collect over \$1,000 towards the Olympic Team over lunch. I scoffed at the idea of raising that much under the circumstances, and as things turned out we were both wrong. In just over thirty minutes, about 80 CYCA yachties donated over \$2,000, and enjoyed themselves immensely at the same time. Well done Nuggett, and well done yachties. □



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# SURVIVAL TACTICS

## The '79 Fastnet Race Revisited

by Jim Robson-Scott

The following article first appeared in *Seahorse*, the magazine of the Royal Ocean Racing Club, January/February 1983. It was written by Jim Robson-Scott, member of Police Car's crew in the 1979 Fastnet Race. Jim Robson-Scott is ORC Councillor for Australia and New Zealand and is a member of the RORC.

Once the 1979 Fastnet Race enquiry report was released and had been studied in great detail, I, like many others, was tempted to join in the journalistic extravaganza that followed.

However, I refrained for a variety of reasons, probably foremost being the fear that it could be misconstrued – 'The winners from Down Under telling the losers how to sail.'

There was also the very important consideration that, in view of the tragic loss of life in the race, any criticism of the report might put the RORC (and the sport) under further strain – and there had been quite enough of this during the race and afterwards without my adding to it.

What I wanted to say, which I believed then to be extremely important (and still believe to be important three years later) I will now say in this article – that has been sparked off by Alan Watts' contribution in the July/August 1982 issue of *Seahorse*, 'Fresh Evidence on the Fastnet Storm'.

It is an excellent analysis and, indeed research paper. While it doesn't by the very concept look at the question of survival tactics, it did convince me that the subject – the tragic 1979 race – was not forgotten after all and could still be discussed in reputable journals.

By way of introducing myself, I sailed as the second helmsman on the port watch of *Police Car* in the 1979 Race, and have been racing for 20 years offshore in Australia. This included 40-odd races in excess of 300 miles length and one real 'nasty' – the 1972 Brisbane-Gladstone Race (310 miles) when a full-blown cyclone called Emily hit the fleet. Five boats finished out of thirty starters and wind strengths as recorded by met. stations in the race area recorded peak gusts between 115 and 120 miles per hour (not knots in this case).

The length of time in the sport and the miles covered don't make me unusual or outstanding, as there are many people throughout the world who have done more. What is different, however, between doing the miles in Australia or Western Europe is the weather exposure.

In our country, we get equally bad blows in summer as we do in winter. Our summer season lasts 8 months, compared to a much shorter season in Western Europe. In Britain, it's a statistical fact that the majority of the really bad weather occurs in winter when the fleet is laid up. It follows then that the exposure of the offshore yachtsman to bad weather is much greater in Australia per year than in Britain, so we tend to learn and profit by our greater exposure. It has been said that it's possible to do ten full seasons offshore in Britain without being exposed to a really bad blow – I wish this were true here, because they are usually not amusing! Something that one can definitely do without.

It might be worth recording that of *Police Car's* nine man crew, five had been through weather equivalent to, or worse than, the Fastnet, at least twice before, and three of those five had seen such weather on five or more occasions. This did give us a major advantage in coping with the conditions, and I know that the two other Australian Admiral's Cup boats, *Impetuous* and *Ragamuffin*, had similar statistics of experience in their crews.

**I do not believe for one moment that a storm warning issued even before the race started would have resulted in fewer starters – the 'chicken' syndrome would have seen to that. Likewise, I am sure the entire fleet would have at least got into the Irish Sea area even with an earlier warning and ninety percent of the problems would have occurred.**

Back to the Fastnet report, in general, and then to the question of survival tactics. The authors and the research working party did a commendable job by and large with the

report, particularly when one considers the pressure under which they must have worked.

It could be argued that the section on weather forecasting and the possible inaccuracies, and lateness thereof, was belaboured too much and lost sight of one of the fundamental concepts of the sport, which is summed up in the ORC/RORC Special Regulations, clauses 2.1 and 2.3 which read 'The safety of a yacht and her crew is the sole and inescapable responsibility of the owner, or owner's representative, who must do his best to ensure that the yacht is fully found, thoroughly seaworthy, and manned by an experienced crew who are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.'

'It is the sole and exclusive responsibility of each yacht to decide whether or not to start or continue to race.'

I do not believe for one moment that a storm warning issued even before the race started would have resulted in fewer starters – the 'chicken' syndrome would have seen to that. Likewise, I am sure the entire fleet would have at least got into the Irish Sea area even with an earlier warning and ninety percent of the problems would have occurred.

It is the question of survival tactics where I think the report falls down. Firstly, the questionnaire sent to owners did not, in my opinion, devote enough space (questions) to the subject and, secondly, the conclusion that could, or should, have been drawn from the answers was, regrettably, only hinted at.

One got the impression that the whole race disaster was to be regarded as a 'one off' Force Majeur incident, most unlikely ever to happen again, and as such the questionnaire was a test bed to be commendably used to check the state of the art or boats and gear, but with the all important questions of survival tactics an 'also ran'.

Quote, Section 4.7, page 36: "There are four accepted categories of survival tactics which may be used in severe weather: heaving to, lying a-hull, running off under bare poles, and running

off with warps streamed to reduce speed.'

These may have been the four fifteen years ago, but this is most definitely not so now. Indeed it is disturbing that the report authors would make such a positive and, indeed, accidentally misleading statement, which one presumes is their opinion.

In fact, the phrasing of the questionnaire on this subject is enough to convince the average yachtsman that if he didn't use one of these four then he was not a good seaman.

**...the whole race disaster was to be regarded as a 'one off' Force Majeur incident, most unlikely ever to happen again, and as such the questionnaire was a test bed to be commendably used to check the state of the art or boats and gear, but with the all important questions of survival tactics an 'also ran'.**

It is the opinion of the overwhelming majority of experienced offshore helmsmen in this country that the best possible tactics are to fore-reach, keeping as much sail on the boat as it can reasonably carry in the conditions existing. This gives the boat both power and speed and a steep breaking sea can be countered by putting the helm down and momentarily putting the boat in the wind, pulling away hard again as you cut through the breaking crest. Even in darkness, a capable helmsman can usually sense, or feel, or hear the dangerous wave, to take this evasive action, in the majority of cases.

By fore-reaching, I refer to apparent wind angle between 55° and 90°. The act of putting the helm down has to be very positive and comparatively late with respect to the particular sea. In general the steep face of the sea in the lower half is not the problem but the top third and the breaking crest is. If your boat speed is in excess of six knots, which it should be even in a half-tonner, you have the speed and ability to change course quickly, to be able to afford to leave the manoeuvre fairly late and yet still do it successfully.

No hurried re-trimming of sail is necessary, indeed the sheet hand would have to be Superman to react and wind quickly enough.

The critical thing is the second phase, as you power into the breaking crest, is to pull away again quickly before you stall out, which would be dicey if there is another bad wave behind the first one. You have got to regain boat speed quickly to be ready again. Alternatively, anyone who has fallen off a wave going to windward would know the other penalty for being late pulling away. Allowing for reaction time, you should really start pulling away again while you are still in the last of the breaking crest. In effect, the boat's forward momentum is being used momentarily to counteract the breaking crest. It is not the sail power at the time of hitting the breaking crest but the sail power just before you put the helm down that is the important thing.

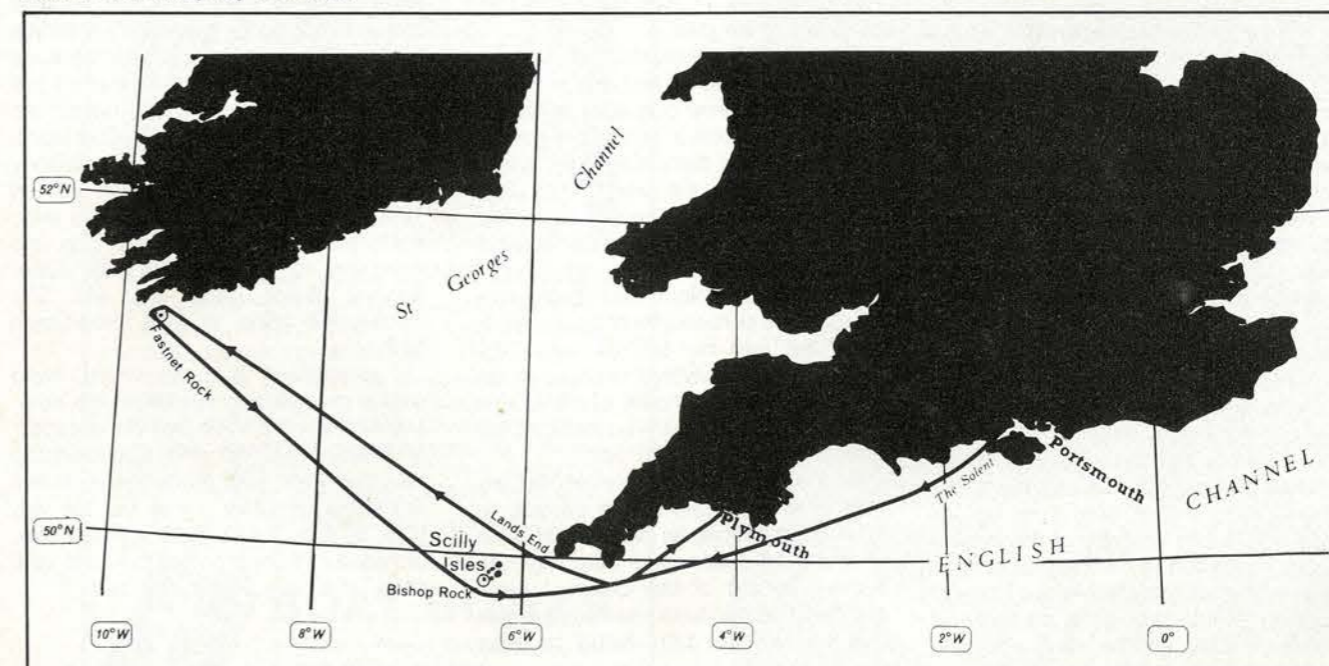
As we all know, trisails were not mandatory under the ORC or RORC Safety Regulations at the time of the '79 Fastnet, though they are now, of course. In *Police Car's* case, we left

ours in the sail locker at Cowes to save weight, and this turned out to be a very bad decision – because we would have given quids for it when the blow was really on. Coming back from Fastnet Rock, without a trisail, we found that with the full three slabs in the mainsail plus spitfire jib we had too much sail – we couldn't carry it. A bitter decision then – sail bareheaded or take the main right off and go up to No. 4 Genoa. We opted for the latter. It gave us the boat speed, but the balance was not good and I believe this was responsible for the one really bad knockdown that we had. The helmsman at the time couldn't get the boat's head up quickly enough on a very bad sea. I believe that if we had no sail up (and thus no boat speed) we would have been rolled 360°.

Our problem arose in that the rhumb line to the Scillies put the wind and the seaway just aft of the beam. We were still racing and spending extended periods sailing 40° and 50° above course in the process of winding up into the crests. To try and reduce the 'over-steer', all four helmsmen, after daylight, were pulling away and running square on any sea that was 'full' (not dangerously steep, and not breaking). This at times left us with a huge course change required if we ran to a sea and then had to wind up into a breaking crest on the next one behind it. The balance of the boat with only a headsail up, then became very significant.

These tactics would not be recommended as part of the survival manual but then we were representing our country, supposedly with a few clues, and were still racing.

While I have criticised the authors'



## '79 Fastnet Revisited

report over their survival tactics statement, it can be pointed out in their defence that the four tactics to which they referred were indeed the 'norm' up to about the early 1970's. Boats prior to this had long keels, by and large, and often with the rudder attached to the after edge of the keel. They had a high plane of lateral resistance in a seaway and tended also to have higher ballast weight ratios than modern IOR boats, thus more stability.

But the post 1970 boat has a short keel, spade rudder, low wetter surface and a low plane of lateral resistance.

Additionally, while we have in the rating rule a CGF factor and also a stability screening formula, the modern IOR boat is just not as stable or as stiff as the pre-1970 boat. It is also, as a result of all the foregoing, comparatively low in directional stability and thus it needs speed to be able to correct the deficiency in directional stability and needs to take evasive action in a bad seaway.

In short, we have a different vehicle racing now, as compared to 10 or 12 years ago, and as such the driving technique must change also, particularly in bad conditions.

**"There are four accepted categories of survival tactics which may be used in severe weather: heaving to, lying a-hull, running off under bare poles, and running off with warps streamed to reduce speed."**

**These may have been the four fifteen years ago, but this is most definitely not so now.**

As one well known Australian, who is well renowned for his humour, summed it up: "A boat has a sharp end and a blunt end. Why present the side of the boat, or the blunt end, to a dangerous sea when the sharp end is designed for this purpose?"

Returning now to the report, on page 35, the authors quote: "There is, however, an inference that active, rather than passive, tactics were successful, and those who were able to maintain some speed and directional control fared better."

What a pity that the report authors did not distinguish between the wood and the trees and be both specific and positive in their conclusions along the above lines, rather than sum up, as they did, "From analysis of the experience gained during the Fastnet storm it is clear that all the established types of survival tactics provide a measure of safety in very severe wind and sea

conditions."

The Fastnet report had not been completed when the ORC sat down for its annual meeting in November 1979. As a member of the Policy Steering Group of that body, I was back in England again in January 1980 for a meeting after the report had been released. At the conclusion of that meeting I asked for, and obtained, permission to look at the questionnaires returned to RORC by the competitors in the race.

It was the question of survival tactics that was of interest, and readers may remember the B1 and B2 knockdown criteria in the report - a B2 being a knockdown significantly below horizontal.

A total of 77 boats said they suffered a B2 knockdown (including *Police Carl*). Of these boats 58% had no sail up, and it follows, little ability to take the type of evasive action I have recommended, even if they had wanted to, or known that they should.

However, this can be progressed further, and I am sure readers would agree that the ultimate B2 knockdown - namely a 360° roll, is when the real problems start.

From the total of 77 boats answering 'yes' to the B2 knockdown question, and looking at their answers in detail, I was able to isolate 14 boats that did a 360° roll and another four boats that 'probably' did the roll, making an all up total of 18.

Firstly, as confirmation of the seriousness of such an occurrence, I can point out that five of the eight boats that incurred loss of life were in this group of 18 boats that rolled, and, in fact, the loss of life was 11 lives out of the total of 15 lost in the race.

Now, to look at survival tactics.

Only five of the 18 had any sail up at all and even these only had sail in the fore-triangle, none at all aft of the mast, so balance and manoeuvrability would not have been the best. The other thirteen - regrettably would have had precious little ability to take evasive action, with no sail.

While the sample in statistical terms is small, the percentage of boats rolling 360° that had no sail up was 72% compared to the overall average of the 77 B2 knockdown boats of 58%. The conclusion is obvious - no sail and the greater the risk of a 360° roll.

Further, the relationship of the aspect of the 18 hulls to the seaway is even more striking as only two at most of these 18 boats said they had the seaway for'ard of the beam. I have qualified this because one of those two had no sail up and stated he was

...the four tactics to which they referred were indeed the 'norm' up to about the early 1970's. Boats prior to this had long keels, by and large, and often with the rudder attached to the after edge of the keel. They had a high plane of lateral resistance in a seaway and tended also to have higher ballast weight ratios than modern IOR boats, thus more stability...we have a different vehicle racing now, as compared to 10 or 12 years ago, and as such the driving technique must change also, particularly in bad conditions.

streaming warps, so in practice it appears reasonable to assume that only one of the 18 (5.5%) did really have the sea for'ard of the beam in the true sense.

Of the 77 boats who had a B2 knockdown, 17% listed their aspect to the seaway as for'ard of the beam. Again, the obvious conclusion is that the lack of bow aspect to the seaway materially increases the risk of a 360° roll.

I have quoted the above statistics to reinforce the opinion on survival tactics that I have offered on my own behalf, and on behalf of senior helmsmen in Australasia. It is not intended to embarrass the RORC or the report authors. However, the matter is of such immense importance, should another bad blow occur, I believe that the wider the dissemination of information such as this, the better.

In spite of the fact that the 'knowledge base' of rough weather survival tactics tends to be greater in Australia than in Western Europe, for reasons that I explained in the early part of this article, I must still point out that on the return of the 1979 Admiral's Cup team, three seminars were held in Sydney alone, attended by a total of just on 1000 yachtsmen. These seminars were not to tell the people 'How the Cup was won' but to discuss and talk about survival tactics, gear, etc. etc. The 'knowledge base' is thus broadened further.

I understand that the RORC held similar meetings in the UK at the time, and express the hope that the question of keeping sail up and fore-reaching received their just prominence. If the answer is negative - it is not too late now, in fact, it will never be too late, provided it is done before the next 'real nasty' of a blow, in a major race. □

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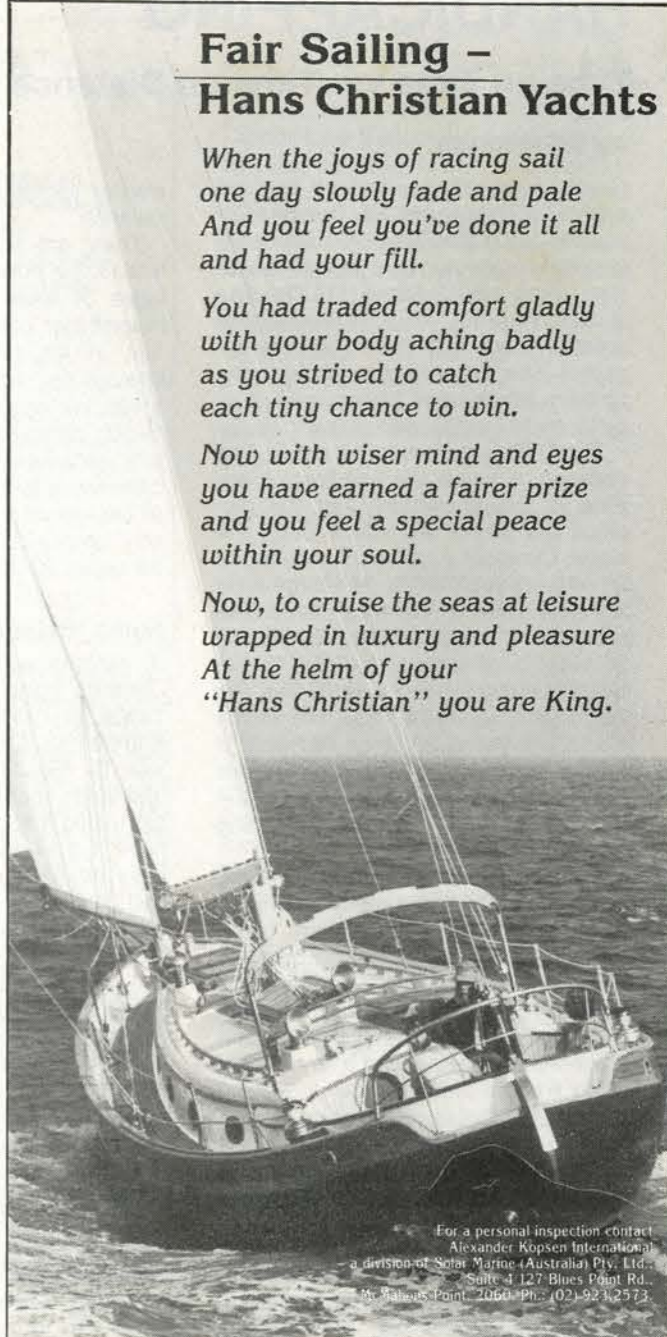
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# HANDICAPPING

## Time on Time vs. Time on Distance

by Gil Hedges\*

Gordon Marshall ably showed from his analysis (*Offshore* No. 68, October-November 1982) that Time on Time handicapping tends to give fairer results than Time on Distance (TOD). The disadvantage of TOD, however, are greater than just 'favouring' larger yachts. The system has a fundamental problem which cannot be corrected by just a slight modification of the formula.

The TOD system *must* be unfair. The distance on which the handicap is applied is almost certainly *not* the distance the yachts will sail through the water. Consider a typical 25 mile leg of an offshore race. If it is an off-the-wind leg sailed with a moderate favourable tide the distance sailed might be 20 miles. If the tide was foul, the yachts would sail about 31 miles. If this leg was a beat, against the tide, the yachts would sail perhaps 42 or 43 miles. It *cannot be fair* to give the same time allowance for this leg regardless of the fact that the yachts may sail anything between 20 and 40 miles!

Time on Time, on the other hand, does give a rough and ready allowance for the differences, since the time taken varies approximately according to the distance sailed. I say 'approximately' advisedly. For instance, a one knot tide, whether fair or foul, is a greater proportion of the speed of a small yacht doing 6 knots than a large one doing 8 knots. But that is yacht racing.

The Time on Distance formula, if it is fair for typical average ocean races presumably has inbuilt some allowance for part of the course being to windward. For fixed courses in the 'variable' wind zones it is normal for only 20% or 25% to be to windward. But in Gordon Marshall's examples of Olympic Courses, 50% was on the wind. In fact, it was more than 50% because in Hawaii there was also a significant downwind current which made the beats longer and the spinnaker legs shorter. These two factors probably account for the bias in favour of the large yachts which Gordon Marshall is highlighting. The yachts probably sailed 4 or 5 miles further than an 'average' (25% windward) course without the

smaller yachts receiving any extra allowance.

There are various other factors affecting the advantages and disadvantages of each system, but they are insignificant compared with this problem of the distance actually sailed through the water, especially in tidal areas. In many races these tidal factors largely cancel each other out, which is why the unfairness of Time on Distance often tends to be obscured. However if all the factors happen to work the same way, some ridiculous results are possible under TOD.

### Some History

All yacht races were sailed on Time on Distance handicapping until the mid 1930s. In 1935 a 310 mile race from Burnham-on-Crouch to Heligoland was won by the smallest yacht by some enormous margin. I remember it was calculated that the scratch yacht would have had to average over 13 knots to have saved her time. The RORC experts analysed the problem. There had been a strong wind with no beating, so the race was unusually quick. In addition the yachts had carried the tide round all marks. It was then that the RORC developed and adopted Time on Time handicapping, though the older generation will recall that their Rating Certificates right up to the formation of the IOR still had a BSF (Basic Speed Factor) shown as well as their TCF (Time Correction Factor).

In the mid 1960s some UK yachtsmen who had been racing in the SORC came home full of enthusiasm for the American TOD system and persuaded the RORC to try this, in spite of warnings from some older hands. Once again, occasional silly results occurred. In 1966 in my Stella Class yacht I won the Thames Estuary race sailed on TOD. From Burnham, hard on the wind, we just fetched the Barrow Deep L.V. (25 miles) carrying the ebb tide all the way. Rounding at slack water we then had a spinnaker run to the Medway with a good flood tide. We probably sailed 20% less than the official handicap distance! As a result all Division 3 yachts (including duffers) and half of Division 2 beat the top Division 1 yacht which was *Clarion of Wight*, the brilliantly sailed top yacht of the Admiral's Cup Series. She could only manage about twentieth place overall, whereas under Time on Time she would have

been a much more reasonable seventh. After this the East Anglian Offshore Racing Association returned to Time on Time for its events. A couple of years later the RORC (after an unpopular experiment with a complicated crossbred system) also reverted to Time on Time.

### The 'percentage of speed' problem

As Gordon Marshall suggests, Time on Distance favours large yachts in slow races and small yachts in fast races, even when there is no tidal factor, or disproportionate amount of beating to make the distance inaccurate. It can be argued that this is desirable and so it may be within a narrow band on either side of typical 'average' speed sailing. Those favouring Time on Time, however, could well argue that small yachts *should* win in light winds. A 30 foot half tonner sailing in a 5 knot breeze will sail at a higher percentage of her potential hull speed than a 50 footer. On the other hand the 50 footer will power away to windward in 30 knots and a rough sea better than the little yacht. Should not each yacht have the ability to win in the special conditions which favour it?

In Table 1 I have made comparisons between a yacht rating 29.4 feet (TCF .7968) from Division E at Hawaii and another rating 48.3 feet (TCF .9483) from the top of Division B. The smaller yacht would receive 87.56 seconds per mile under Time on Distance, under Time on Time the larger yacht would be required to sail always at approximately 19% faster than the small yacht at all speeds. Under TOD you will see that the larger yacht only needs to sail 2.49% faster when the small yacht is doing 1 knot, but a massive 32.14% faster when she is doing 10 knots. The crossover point is when the small yacht is doing about 6 knots, and both systems give exactly the same result.

Note that the break-even point is when yacht 'A' is sailing just over 6.5 knots and yacht 'B' is doing about 7.75 knots. This clearly shows how slow races due to light winds, foul tides or excessive windward work favour large yachts and very fast races favour small yachts, if Time on Distance is used.

For a 'fair' race which favours neither large nor small yachts, and which is

Table 1.

Comparison of Speeds Required for Two Yachts to Tie				
YACHT 'A' RATES 29.4 feet (TCF .7968)				
YACHT 'B' RATES 48.3 feet (TCF .9483)				
Speed of Yacht 'A'	Time on Time		Time on Distance	
	A receives approximately 9½ mins. per hour		A receives 87.56 seconds per mile	
	Speed of Yacht 'B'	% extra speed	Speed of Yacht 'B'	% extra speed
1.0 knots	1.190 knots	19%	1.025 knots	2.49%
2.0 knots	2.380 knots	19%	2.100 knots	5.11%
3.0 knots	3.570 knots	19%	3.240 knots	7.87%
4.0 knots	4.760 knots	19%	4.400 knots	10.08%
5.0 knots	5.090 knots	19%	5.690 knots	13.84%
6.0 knots	7.140 knots	19%	7.030 knots	17.10%
6.5 knots	7.735 knots	19%	7.720 knots	18.77%
7.0 knots	8.330 knots	19%	8.440 knots	20.52%
8.0 knots	9.520 knots	19%	9.930 knots	24.16%
9.0 knots	10.710 knots	19%	11.520 knots	28.02%
10.0 knots	11.900 knots	19%	13.210 knots	32.14%

sailed at reasonable average speeds and is not affected by tides, either system will give comparable results. The further we depart from an 'average' race, however, the more extreme is the unfairness of Time on Distance handicapping. This point is often overlooked because analysts, to avoid claims of bias, tend to deliberately choose 'fair' races to compare. They should spend more time studying the 'unfair' races.

### Becalmed, but who?

There is, of course, one condition in

which Time on Distance is clearly superior. If all the fleet is completely becalmed the small yachts are not building up a nice time allowance as they would be under Time on Time. Actually this is usually less of a problem than people think. The greatest problem with calms is that not all the yachts are becalmed. Some are probably closing up from astern with a breeze, or are streaking away to an unassailable lead. Neither system can deal with that!

Switching from Time on Distance to Time on Time is no big deal. It can easily be done for just one series, or

even one race, and can be done unilaterally by just one club, or area. I can see no reason why the Hawaii Yacht Club could not change to TOT for the Clipper Cup Series. No handicap system is completely fair. Some conditions will always favour the large or small yacht under either system. Under Time on Time the swings are much more likely to equal the roundabouts and the 'spread' on handicap will be reduced. In extreme cases the improvement will be dramatic! The change would encourage continued entries from Australia, New Zealand and Japan, for instance, where our yachts tend to be smaller.

### A remedy for Hawaii, if not a cure

You will notice I have claimed that the problems are largely due to tides, and variations in wind strength. In areas where tides are negligible, and wind strength and direction constant one could make Time on Distance more effective by just playing with the official 'Distance' instead of changing to Time on Time, as I believe is done for the Bermuda Race, and the Transpac for instance. In Hawaii the long races could be left alone, and the Olympic course lengths could be multiplied by a factor of 1.1 to allow for the extra windward work and the current.

This solution might be more acceptable in Hawaii as an interim measure. But Time on Time is better!□

# THE WINDS OF TIME ARE STIRRING

## Changes coming to the US Time-on-Distance Handicapping System?

by Gordon Marshall

Readers of *Offshore* will remember an article late last year which compared the US Time on Distance system of handicapping to the Time on Time system used in Australia. Whilst the article attempted to avoid being over-critical of the US method, it certainly showed that there was nothing in their system which would attract us to make a change in ours, and that much more equitable results could be achieved by other methods of handicapping. It did suggest, however, that they should at least change the 'numbers' within their formula, if not the system itself.

Many readers have expressed surprise that the US system is based on tables established in 1908, (another source has suggested that the date

was 1906) notwithstanding the following statement taken from the booklet issued by the North American Yacht Racing Union with the tables.

*The factor of .60 at the beginning of the formula was determined from extensive studies conducted in 1908. Although there have been substantial changes in yacht design and measurement rules since that time, the formula still provides reasonably equitable handicapping where the conditions noted above prevail (equal legs of working, running and reaching). In specific instances where adequate historical data is available to establish a regular departure from those normal conditions — as, for example, where there is customarily a disproportionately large amount of windward work — it would be appropriate to adjust the factor to fit those conditions. In most areas, how-*

*ever, there is enough variation in conditions from one race to another to make such adjustments difficult, if not impractical.*

The foregoing is a very naive statement, and considering that it comes from the country which has landed men on the moon and invented the microchip, it is not surprising that its validity is now questioned.

This is what has happened. A report has just arrived in Australia from a Committee set up by the USYRU "...to investigate the validity of the Standard Time Allowance Tables, in the interest of providing for fair racing ..." The real surprise is that it has taken so long for the USYRU to realise that such an investigation was necessary. The re-

## The Winds of Change

port is a thirteen page document which includes a number of computer-drawn graphs of the recent Pan Am Clipper Cup series results, and is thus too voluminous to reprint here. The results are remarkably predictable, and are best summarised by one paragraph from its text:

After drawing attention to the different performances of today's yachts as compared to those of 1906 it said:

"...it would therefore be sheer coincidence that the (current) Time Allowance Tables would be valid today for any race, given the above changes in performance, the type of courses sailed, the changes in the measurement rule, and the improved performance of yachts..."

It concludes as follows:

"...the Committee estimates that the Time Allowance Tables for a Gold Cup course are in error by about 10%, and for an Olympic or Windward-Leeward course, 15%."

The report then addressed itself to the problems of changing the formula and tables for varying course conditions. It concluded that this would be generally impractical and that the same result could be achieved by retaining the Time on Distance formula and the .6 factor and by changing the course distances.

Here is the way they recommend it be done.

The length of the course should be adjusted and the new length would then be designated as the 'Handicap Distance'.

The adjustment should be:

- Add 40% to the straight line lengths of windward legs.
- Subtract 20% from reaching legs.
- Subtract 10% from running legs.

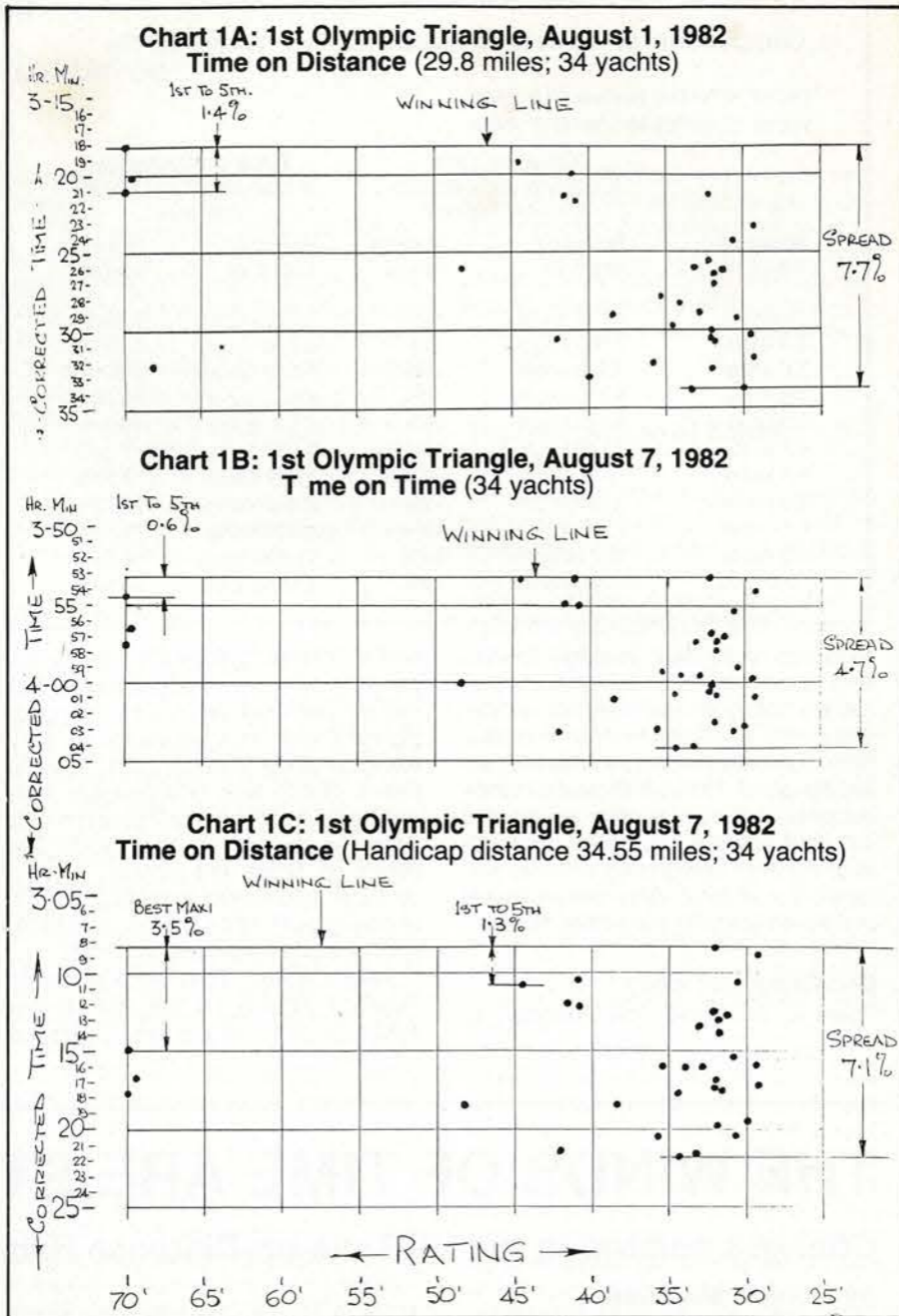
This is tantamount to changing the .6 factor in the original formula to .69, and in the case of the Pan Am series triangle courses, amounts to an increase of length of 4.1 miles in a standard 27 mile course, or an increase of 15.2% of Time Allowance.

Many readers will readily appreciate the dramatic effect of such a change on results, but for those who may find it difficult, the Tables tell the story.

Table 1A shows the results of the 1st triangle sailed off Hawaii in 1982 and is calculated on the 1908 '.6 Time on Distance' system, which was the official system for the series.

Table 1B shows the same race calculated on the 'Root 6 Time on Time' system currently used in Australia.

Table 1C shows the same race calculated on the '.6 Time on Distance' system but using a 'Handicap Distance' of 34.55 miles which results from the allowances recommended in the report when applied to the specified leg lengths of the course of that day.



Tabulated Results No. 1 - 1st Olympic Triangle, 7 August

TIME ON DISTANCE 29.8 MILES					TIME ON TIME						
YACHT	RATING	DIVISION	ELAPSED	CORRECTED	PLACING	PLACING	TIME	DIVISION	RATING	YACHT	
CONDOR	70.0	A	3-39-12	3-18-15	1	1	3-53-13	4-42-50	D	32.3	POLICE CAR
BULL FROG	44.6	B	4-12-45	3-19-23	2	2	3-53-27	4-20-03	B	41.1	MARGARET RINTOUL III
MARGARET RINTOUL III	41.1	B	4-20-03	3-19-59	3	3	3-53-31	4-12-45	B	44.6	BULL FROG
KIALOA	69.6	A	3-41-30	3-20-11	4	4	3-54-10	4-53-53	E	29.4	TOBIUME
WINDWARD PASSAGE	70.0	A	3-41-59	3-21-02	5	5	3-54-34	3-39-12	A	70.0	CONDOR
POLICE CAR	32.3	D	4-42-50	3-21-21	6	6	3-54-49	4-20-30	B	41.6	CHEEQMATE
CHEEQMATE	41.6	B	4-20-30	3-21-27	7	7	3-54-59	4-22-26	B	40.8	GREAT FUN
GREAT FUN	40.8	B	4-22-26	3-21-46	8	8	3-55-19	4-51-01	E	30.6	SHENANDOAH
TOBIUME	29.4	E	4-53-53	3-23-19	9	9	3-56-34	3-41-30	A	69.6	KIALOA
SHENANDOAH	30.6	E	4-51-01	3-24-22	10	10	3-56-44	4-47-26	D	32.2	BROOKE ANN
BROOKE ANN	32.2	D	4-47-26	3-25-39	11	11	3-56-58	4-50-20	D	31.4	HITCHHIKER
SCARLETT O'HARA	33.3	C	4-44-43	3-26-05	12	12	3-57-05	4-49-29	D	31.7	TOMAHAWK

It is immediately apparent that the recommended system cancels the heavy bias favouring the larger yachts.

Condor was originally 1st, but 5th under the Australian system, now 13th under the 'Handicap Distance' system.

The disappointment is that the 'spread' under the recommended system is only slightly improved, from 7.7% to 7.1% as compared to Time on Time's 4.7%. The same applies to the 1st to 5th spread. Originally 1.4%, recom-

mended 1.3%, but poor compared to Time on Time's 0.6%.

Finally, whereas Condor originally won the race, the new system has her 3.5% down, whereas Time on Time only put her down by 0.6%.

The two sets of tabulated results are provided to show in fine detail how the results change when the handicapping distance is adjusted as recommended. The first set compares the original results with the Australian system, and the second set compares the recommended modified result with the Australian results. From the first set it is easily seen how the Time on Time placings move the smaller yachts up the rankings. It can then be seen from the second set how the 'Handicap Distance' modification moves the two ends of the fleet further apart, with smaller yachts further upwards and the larger yachts further downwards in placings.

An analysis (not shown here) of the 3rd triangle of the series is another good race for comparison purposes, when recalculated as recommended showed the same effects as Race 1.

YACHT	RATING	DIVISION	ELAPSED	CORRECTED	PLACING	PLACING	TIME	DIVISION	RATING	YACHT	
JUMPIN' JACK FLASH	48.3	B	4-13-12	3-26-07	13	13	3-57-22	4-44-43	C	33.3	SCARLETT O'HARA
HITCHHIKER	31.4	D	4-50-20	3-26-10	14	14	3-57-33	3-41-59	A	70.0	WINDWARD PASSAGE
TOMAHAWK	31.7	D	4-49-29	3-26-13	15	15	3-57-51	4-49-44	D	31.9	SUPER WITCH
SUPER WITCH	31.9	D	4-49-44	3-27-04	16	16	3-59-10	4-56-31	E	30.4	UNCRI
BRAYURA	35.3	C	4-41-08	3-27-51	17	17	3-59-18	4-41-08	C	35.3	BRAYURA
CHALLENGE	34.1	C	4-44-49	3-28-23	18	18	3-59-28	4-44-49	C	34.1	CHALLENGE
APOLLO V	32.9	C	4-48-38	3-28-53	19	19	3-59-36	4-48-38	C	32.9	APOLLO V
ANTICIPATION	38.5	B	4-34-39	3-29-02	20	20	3-59-46	5-00-32	E	29.5	SZECHMAN
UNCRI	30.4	E	4-56-31	3-29-13	21	21	4-00-07	4-13-12	B	48.3	JUMPIN' JACK FLASH
SWEET CAROLINE	34.5	C	4-45-03	3-29-41	22	22	4-00-17	4-52-04	D	32.2	IRRATIONAL
IRRATIONAL	32.2	D	4-52-04	3-30-00	23	23	4-00-39	4-52-12	D	32.2	ZINGARA
SZECHMAN	29.5	E	5-00-32	3-30-18	24	24	4-00-40	4-45-03	C	34.5	SWEET CAROLINE
ZINGARA	32.2	D	4-52-12	3-30-25	25	25	4-00-50	4-53-44	D	31.8	SEAQUESTA
ZAMAZAN	42.1	B	4-28-40	3-30-36	26	26	4-00-51	5-02-39	E	29.3	SOUTHERN RAIDER
SEAQUESTA	31.8	D	4-53-44	3-30-46	27	27	4-01-02	4-34-39	B	38.5	ANTICIPATION
SOUTHERN RAIDER	29.3	E	5-02-39	3-31-44	28	28	4-02-35	4-55-11	D	32.0	PACHENA
SOLARA	35.8	E	4-44-07	3-32-06	29	29	4-02-42	5-02-23	E	30.0	DEFIANCE
APOLLO	67.7	A	3-53-19	3-32-13	30	30	4-03-02	4-44-07	C	35.8	SOLARA
PACHENA	32.0	D	4-58-11	3-32-49	31	31	4-03-10	4-28-40	B	42.1	ZAMAZAN
SANGVINO	40.1	B	4-35-09	3-33-01	32	32	4-03-12	5-00-04	E	30.8	SEALATER
DEFIANCE	30.0	E	5-02-21	3-33-46	33	33	4-04-05	4-52-27	C	33.4	DIN NA MARA
CFLERITY	33.4	C	4-52-07	3-33-46	34	34	4-04-08	4-49-09	C	34.5	BIG APPLE

Tabulated Results NO. 2 - 1st Olympic Triangle, 7 August

TIME ON DISTANCE (HANDICAP MILES = 34.55)					TIME ON TIME						
YACHT	RATING	DIVISION	ELAPSED	CORRECTED	PLACING	PLACING	TIME	DIVISION	RATING	YACHT	
POLICE CAR	32.3	D	4-42-50	3-08-22	1	1	3-53-13	4-42-50	D	32.3	POLICE CAR
TOBIUME	29.4	E	4-53-53	3-08-52	2	2	3-53-27	4-20-03	B	41.1	MARGARET RINTOUL III
MARGARET RINTOUL III	41.1	B	4-20-03	3-10-25	3	3	3-53-31	4-12-45	B	44.6	BULL FROG
SHENANDOAH	30.6	E	4-51-01	3-10-33	4	4	3-54-10	4-53-53	E	29.4	TOBIUME
BULL FROG	44.6	B	4-12-45	3-10-53	5	5	3-54-34	3-39-12	A	70.0	CONDOR
CHEEQMATE	41.6	B	4-20-30	3-12-02	6	6	3-54-49	4-20-30	B	41.6	CHEEQMATE
GREAT FUN	40.8	B	4-22-26	3-12-05	7	7	3-54-59	4-22-26	B	40.8	GREAT FUN
BROOKE ANN	32.2	D	4-47-26	3-12-37	8	8	3-55-19	4-51-01	E	30.6	SHENANDOAH
HITCHHIKER	31.4	D	4-50-20	3-12-45	9	9	3-56-34	3-41-30	A	69.6	KIALOA
TOMAHAWK	31.7	D	4-49-29	3-12-57	10	10	3-56-44	4-47-26	D	32.2	BROOKE ANN
SCARLETT O'HARA	33.3	C	4-44-43	3-13-33	11	11	3-56-58	4-50-20	D	31.4	HITCHHIKER
SUPER WITCH	31.9	D	4-49-44	3-13-54	12	12	3-57-05	4-49-29	D	31.7	TOMAHAWK
CONDOR	70.0	A	3-39-12	3-14-55	13	13	3-57-22	4-44-43	C	33.3	SCARLETT O'HARA
UNCRI	30.4	E	4-56-31	3-15-19	14	14	3-57-33	3-41-59	A	70.0	WINDWARD PASSAGE
SZECHMAN	29.5	E	5-00-32	3-15-55	15	15	3-57-51	4-49-44	D	31.9	SUPER WITCH
BRAYURA	35.3	C	4-41-08	3-16-10	16	16	3-59-10	4-56-31	E	30.4	UNCRI
APOLLO V	32.9	C	4-48-38	3-16-10	17	17	3-59-18	4-41-08	C	35.3	BRAYURA
CHALLENGE	34.1	C	4-44-49	3-16-12	18	18	3-59-28	4-44-49	C	34.1	CHALLENGE
KIALOA	69.6	A	3-41-30	3-16-47	19	19	3-59-36	4-48-38	C	32.9	APOLLO V
IRRATIONAL	32.1	D	4-52-04	3-16-55	20	20	3-59-46	5-00-32	E	29.5	SZECHMAN
SOUTHERN RAIDER	29.3	E	5-02-39	3-17-15	21	21	4-00-07	4-13-12	B	48.3	JUMPIN' JACK FLASH
ZINGARA	32.2	D	4-52-12	3-17-23	22	22	4-00-17	4-52-04	D	32.1	IRRATIONAL
SEAQUESTA	31.8	D	4-53-44	3-17-33	23	23	4-00-39	4-52-12	D	32.2	ZINGARA
SWEET CAROLINE	34.5	C	4-45-03	3-17-40	24	24	4-00-40	4-45-03	C	34.5	SWEET CAROLINE
WINDWARD PASSAGE	70.0	A	3-41-59	3-17-42	25	25	4-00-50	4-53-44	D	31.8	SEAQUESTA
ANTICIPATION	38.5	B	4-34-39	3-18-34	26	26	4-00-51	5-02-39	E	29.3	SOUTHERN RAIDER
JUMPIN' JACK FLASH	48.3	B	4-13-12	3-18-37	27	27	4-01-02	4-34-39	B	38.5	ANTICIPATION
DEFIANCE	30.0	E	5-02-21	3-19-39	28	28	4-02-35	4-55-11	D	32.0	PACHENA
PACHENA	32.0	D	4-58-11	3-19-41	29	29	4-02-42	5-02-23	E	30.0	DEFIANCE
SEALATER	30.8	E	5-00-04	3-20-20	30	30	4-03-02	4-44-07	C	35.8	SOLARA
SOLARA	35.8	E	4-47-04	3-20-37	31	31	4-03-10	4-28-40	B	42.1	ZAMAZAN
ZAMAZAN	42.1	B	4-28-40	3-21-21	32	32	4-03-12	5-00-04	E	30.8	SEALATER
DIN NA MARA	33.4	C	4-52-27	3-21-37	33	33	4-04-05	4-52-27	C	33.4	DIN NA MARA
BIG APPLE	34.5	C	4-49-09	3-21-46	34	34	4-04-08	4-49-09	C	34.5	BIG APPLE



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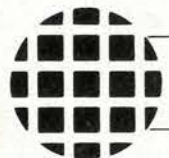
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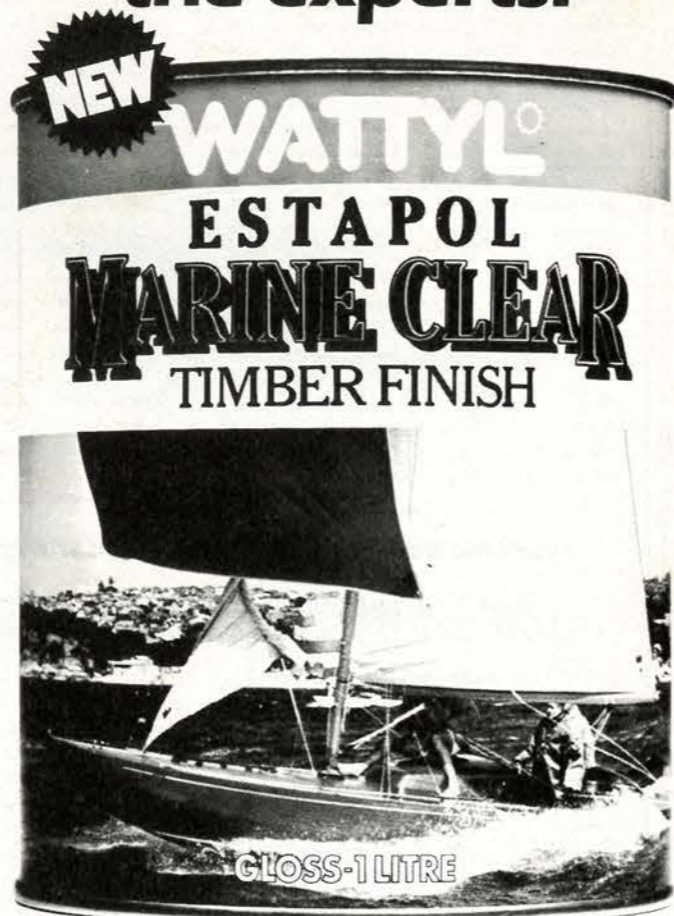


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## 7000 MILES FOR 7 FEET

*With Condor of Bermuda to Sydney for the '82 Hobart*

by Patrick Bollen

Following The 1982 California Cup in which *Condor* convincingly defeated *Kialoa* two to one in races sailed on Santa Monica Bay, Bob Bell decided that his magnificent Sharpe designed 78-foot maxi, *Condor of Bermuda*, would head on down to Australia once again for the Hitachi Sydney-Hobart Yacht Race. This was a race in which victory had eluded him twice in the past, once when *Bumblebee IV* took line honours, in 1979, and once when *Vengeance* won, in 1981.

The original plan was to set sail from Marina del Rey on October 20, stopping in the Marquesas, Bora Bora, Fiji, Noumea and then Sydney. However, as the list of modifications to be done grew, the departure date was set back three times — to November 1, then November 10, and finally to November 14. What was to be a leisurely Pacific cruise turned into what some Sydney journalist termed 'a dramatic dash' to Sydney for the great Race.

On November 10 we brought the new 107 foot mast up from Sparcraft's Newport Beach headquarters, stepped it and tuned it the following day, and by nightfall of the 13th we were provisioned and ready to sail non-stop across the Pacific.

Our crew consisted of skipper Barry Hollis, who for many years ran the Holland 2-tonner *Aries*; his wife Cathy; Grant Davidson, *Condor's* mate; Graham 'Vascoe' Geary from the C&C 61 *Triumph*; 'Chief' Newburger; Brenda Opperman; Andy 'Nipper' Ivey; and myself.

Oh yes, there was one other smaller member: Wallis Wombat, Esq., our mascot, who has sailed more ocean miles than he dares to remember with Vascoe and who eats only roots and leaves.

### Condor sets sail

Once outside the breakwater we hoisted a full main and No. 2 and set a great circle course for the 'Land Down Under' (which happened at the time to be the name of the number one hit on the US music charts — by the Sydney group 'Men at Work').

On each of our first four days we made some 195 miles, crossing three degrees of latitude each day.

The seas were moderate, and the breeze was the fluctuating kind — you know, the kind that one moment drives you across the water at 8's and 9's and



Wallis Wombat, Esq. gets into the act, momentarily departing from his vegetarian diet.



Brenda dunking in the tailer's 'pool'.



Grant Davidson with a feast from the Pacific — a beautiful Mahi Mahi [known in Australian waters as a Wahoo, or Bastard mackerel].

## 7000 Miles for 7 Feet

the next has you dropping sails and motoring. Unfortunately the drone of the massive eight cylinder Gardiner diesel was to become an all too familiar sound.

Some exciting events of the first week: a school of Pilot whales swam across our bows; the odd flying fish; one unidentified 'Noah's Ark' lurking about 100 yards astern, awaiting our daily garbage disposal.

Our watch system was four on, four off during the day and three on, three off at night, with watches rotating a day off every four days. During our days off we were expected to clean the boat from stem to stern and to prepare the meals of the day, something we all looked forward to. A typical day's menu read as follows:

### Breakfast

Cereal and fruit, followed by eggs, hash-browns, tomatoes, toast, jam, honey, tea or coffee.

### Lunch

A light meal: tuna dip, nuts, crackers, French fried bread, ham, salad, soft drinks or the odd beer.

### Dinner

Well, this was the one time we all had to excel in the galley. It consisted of such gourmet delights as Vascoe's Shepherd's Pie, Newburger Roast Supreme, Opperman Steaks, Pacific Fresh Tuna Casserole, fried or grilled *Mahi Mahi*, followed by dessert of the day and washed down with a half-decent red or white or the ever-consistent Coors or 'Bud' [Yankee brews - Ed.].

So, while we were eating well, so was our shark friend. At least, we thought, till one of us chanced a Pacific bath or accidentally fell overboard.

Happy hour occurred daily at 1730 hours. It was also at this time that Grant wrote up Neptune's record of crimes. It didn't seem to matter what we did, we being Nipper, Cathy and myself, as we had not crossed the Equator before, and good or bad, it was judged as a crime to be reckoned with. So we couldn't win.

At 25° north latitude and with the weather getting warmer, Graham and I on watch together were visited by a migrating Mother Carey's chicken which, upon landing in the cockpit, fell straight into the wheel well. At sun-up, well rested he took to the skies, southbound once again.

Nine days and 1800 miles from Los Angeles we'd been making up to 17 knots with the 1.5 reacher; in one two-day stretch we covered 450 miles.

Our only breakage of the voyage occurred as Brenda was steering; we were startled from our bunks by a loud bang, followed by the whir and whine of what we all thought was the main halyard running through the sheave - but it turned out to be the starboard spinnaker halyard. The wire had chafed through at the Sparcraft - a problem we, like many others, experienced in the Sydney-Hobart.



Condor's vast expanse of deck yawns into the 20-knot breeze.



We rigged our 'mizzen flatsail' to protect the crew from the sun - perfect for happy hours.



Eric 'Chief' Newburger tunes in to disco on watch.

By November 27th the trade winds were blowing us home, still averaging 200 miles a day, and the closer we sailed to the Equator the hotter it became. Life aboard was like Hades or, for those who did the last Round-the-State Race in Hawaii, hotter than that.

Compensation for the heat was arranged with a Bosun's chair, a length of sheet, three turning blocks and a handful of shackles; we were all sea-dipping from the end of the boom, surfing alongside the boat at 10 knots. For those who did not desire an over-the-side surf there was always Condor's mid-deck tailer's pit which also doubles as a swimming pool.

You might well ask how the helmsman coped with the searing effects of the sun. No problem; we simply rigged a shelter which was to become or 'mizzen flatsail' and which provided a perfect cover for happy hours on the 'veranda' and dinners on the 'patio'.

Thanksgiving at sea, and our American shipmates, Chief and Nipper, cooked up a feast that even the Pilgrims would have been impressed with - though someone forgot the cranberry sauce - oh well, next time.

In the doldrums, and we were greeted by those weather systems so associated with his part of the world - overcast skies and storm fronts which bring the cleansing rains. It was one of these storm fronts that gave us possibly our best ride of the delivery. As these fronts were so unpredictable, we'd drop the spinnaker at nightfall. Late one evening one hit us and brought with it five hours of rain and winds to 45 knots. Our average speed was 13.5 knots on an absolutely calm sea.

Monday, November 29th, and we had sailed Condor of Bermuda 3,500 miles, crossing the equator at longitude 154.47 west, and to celebrate we dropped the spinnaker again and turned on the Gardiner. Once again we were back on those flat, airless doldrum seas.

### Neptune's initiation

At sunrise Barry informed the pollywogs\* what we were to face trial in the high court of King Neptune, for crimes of no real significance, though crimes none the less. A fourth member, Wallis Wombat Esq., was exonerated of all crimes after gallantly attempting to hang himself in order to attain some sort of reprieve for his fellow shipmates. Fortunately the little Aussie battler was discovered and rescued by Vascoe. He was rushed on deck and quickly resuscitated.

The crossing ceremony went off without too many hitches, as we three equatorial virgins were christened 'Shellbacks'. I won't go into specifics, but grotesque would aptly describe the proceedings.

*For those unfamiliar with these terms, they are, respectively, the names used for those who have not crossed the equator and those who have done so and have been subject to the Kingdom of Neptune's initiation ceremony.*



Surfing alongside at 10 knots was one way to beat the heat.



(Above) Celebrating Thanksgiving, Pacific style, with turkey mash and a bit of California red to wash it down (left to right) Grant Davidson, Barry Hollis, Eric Newburger, Patrick Bollen.

At 9° south our water and fuel were beginning to run very low, and it was decided to make a brief stop at Apia - and brief it was. At 0500 hrs December 6th we sighted Apia, our first landfall since Los Angeles, 4,800 miles and 20 days out; provisioning and refuelling took just six hours, and by 1400 hrs we were away again, on the last 2000 miles to Sydney.

800 miles from Sydney Vascoe plots our position at 28°S/167°E, 60 miles NE of Norfolk Island, and two days later we passed Lord Howe Island 10 miles to the south.

The wombat had given up keeping watch, claiming the long-passage, non-stop deliveries are for the birds, not for wombats. He adjourned to his bunk, donned his Walkman and posted a sign overhead: "Do not disturb - wombat rocking out."

As we got closer to Sydney, Chief reminisced about things at home - like drinking at the Oaks, Sundays at the Rowers, Thursday evenings at MHYC, Malcolm's, CYCA, hamburgers and Moove, pies and trainsmash from Reggie the Robber's on New Beach Road.

On Saturday morning, December 18th, 32 days after leaving Marina del Ray, we sailed Condor of Bermuda through Sydney Heads. We had sailed 7000 ocean miles. Australian customs cleared us shortly afterwards, and by late morning we had tied up the 'Grand Piano' on C Marina at the CYCA.

The following day it was back to work preparing the great boat for rating, something which proved to be a bit of a pain in the neck.

On Christmas Day the final touches were being made, readying Condor for her third attempt at the Hobart line



Wallis Wombat, Esq. retired from watch duties with his Walkman.

honours trophy, and on Boxing Day she started in the 38th Hitachi Sydney-Hobart yacht Race against her great rivals Apollo, Helsal II, Vengeance and the South African Rampant II. Three days later Condor of Bermuda, along with Apollo, took line honours, though Condor beat the Sydney maxi by the small margin of seven feet. It has been described as the greatest yacht race finish of all time. □

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# TASTE WITH PACE

by Bill Sherman



Centrefold has a teak laid deck, with 14 self-tailing winches.



Owner/skipper Brian Folbigg at Centrefold's large wheel, teakrimmed for added control.

As one climbs onto *Centrefold* the first impression is of quality. After thorough examination the most predominant feeling about her was the same — *Quality*.

The quality is there — in her timber work, in the attention to detail shown in every part of her and, of course, in her basic design.

*Centrefold* is basically a Swan 48 with a few interior modifications, built in Australia. Her owner, Brian Folbigg, first saw the design at the London Boat Show in 1977 and settled on it after a visit to Sparkman and Stephens' office in New York in 1979. The following year work commenced, and she was launched in August 1982. It was a long wait for Brian, but the final job has made it worthwhile.

The quality of her finish, which certainly equals the Nautor boats and probably excels them, is a tribute to her builder, Cecil Quilkey, of Taren Point. Ces has built a number of well known boats over the years — *Love & War*, *Salacia*, and the original *Ragamuffin*, to name a few — but nowadays spends more time on commercial boats and, in particular, police boats. However, it's doubtful whether they demand the level of skill needed for *Centrefold*.

The S&S design called for three skins of oregon, diagonally laid, to form the hull, which was then Dynal sheathed

and finished in a two-pot polyurethane enamel. Fibreglass could have been used, but owner Folbigg prefers wood on the basis of warmth of finish, finished weight, soundproofing and insulation. It's only real problem — rot — should have been overcome as everything was heavily Everdured except for the glue joints.

*Centrefold* has been built with a centreboard, which is lifted and lowered through a two-directional winch on deck. Draft is 3.2 m with the board down and 1.75 m with the board up.

This fits Brian's criteria for selecting his new yacht. She had to be big enough to sail on comfortably, fast enough to race respectably (and perhaps win when conditions suited), and equipped for cruising, sometimes in shallow water, with a minimum of crew. All of the equipment on the boat has been carefully chosen with this dual cruiser/racer role in mind.

## Deck layout

*Centrefold's* deck layout is pretty conventional. She has a large wheel with a teak framed rim and a contoured helmsman's seat at the stern. Immediately in front of the wheel is the main crew area with its big Barlow 36 self-tailing headsail sheet winches. The 36s are each linked by shaft to Barlow 32

self-tailing winches which are used for spinnaker sheets. The two are engaged and disengaged by a lever, and the set-up enables two sets of winch handles to be used at the same time.

If that fails the crew can always push a button (fast or slow) and use electric power to pull in the sheets.

All other winches are also Barlow self-tailers, with 26s for the main sheet and kicker and 25s or 27s for the halyards and other controls. There are two spinnaker halyards and two headsail halyards.

Hydraulics are fitted only for the backstay, boom vang and the inner forestay, which is also used to carry the second headsail of the cutter rig.

The mast is an Alspar tapered section, fitted with runners. The masthead is 19.2 m off the deck. Hood roller furling gear and Gemini foil track are fitted but not used for racing. The furling gear drops to the deck and the angles are such that the tack of the sail clears behind the furling gear as it is lead to its deck mounting position.

Other fixtures designed for cruising, rather than racing, are the Muir electric windlass on the foredeck and the hose take-off in the cockpit. The latter can provide either hot saltwater from the engine or cold freshwater. Water carried is 170 gallons.

Entry into the cabin area is either through a hatch at the front of the cockpit (into the owner's rear stateroom-cum-navigation area) or through a hatch halfway between the cockpit and the mast — this is the main entrance in a seaway — or by hatch into the forward cabin.

There is a teak planked deck, and cockpit seating and flooring are also teak covered. A final touch in the cockpit is the pair of Bose speakers connected to the boat's stereo system. Apart from providing cheerful motivating music for the crew on a dark night at sea, the speakers are part of a system, currently being installed, which allows the skipper, through a throat mike to a speaker mounted on the mast, to give instructions to his fore-deck crew without bursting his fuffer valve — it also makes it hard for the crew to answer back!

The Bose speakers, incidentally, are waterproof and can be hosed out for cleaning.

## Below decks

It is down below that *Centrefold's* real quality shows. The timber work is really superb. She is finished throughout in teak, with a white painted roof (no lining) and a teak with ash inlaid floor. All of her frames and knees, as well as the trim features on cupboard, drawers and bulkhead edges, are made in laminated teak and are a delight to anybody who likes wood. The layers which follow some very complex curves are clear enough to photograph.

The teak has been treated with layers of Everdure and finished in teak oil to give a glowing muted look to the timber, which is very easy to maintain.

The interior layout gives a neat owner's stateroom in the stern, when moored, but opens the area up when the boat is working. There is a double berth to port, with a hanging locker and drawers in front, and a single to starboard.

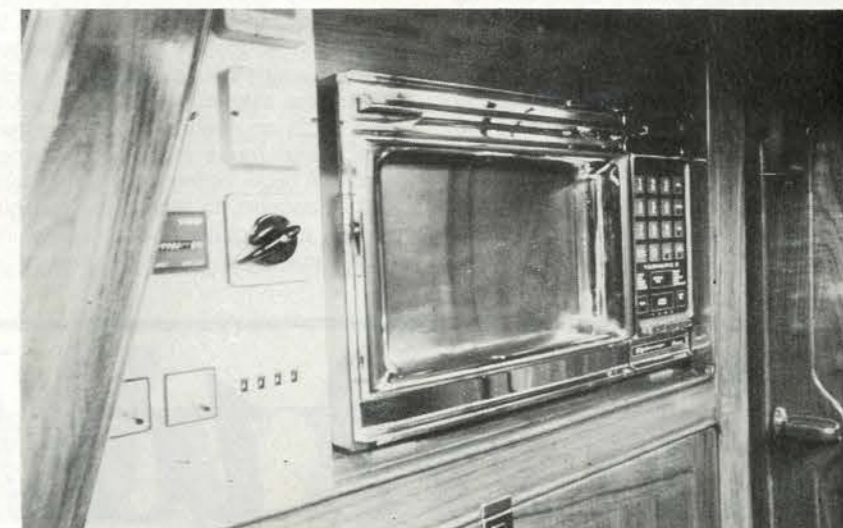
The cockpit ladder comes own between the berths. Immediately in front of the ladder is the engine (a Volvo 63 hp). To port there is a door to shut off the cabin, while on the starboard side of the engine is the navigation area and the owner's head, with shower, basin and toilet.

The navigation area has a generous sized chart table and all of the electric goodies you could ask for. Brookes and Gatehouse Hercules System instruments are fitted as is a Magnavox satnav, and a 400 watt and 150 watt SSB radio.

*Centrefold* also has a B&G Homer radio receiver/RDF. This neat little gadget has no fixed crystals and can



Centrefold's galley has frig/freezer, oven and two-burner gas stove, plus microwave oven.



Navigation area with complete array of electronics, including Magnavox satnav, B&G Hercules instrumentation, B&G Homer RDF, two SSB radios.

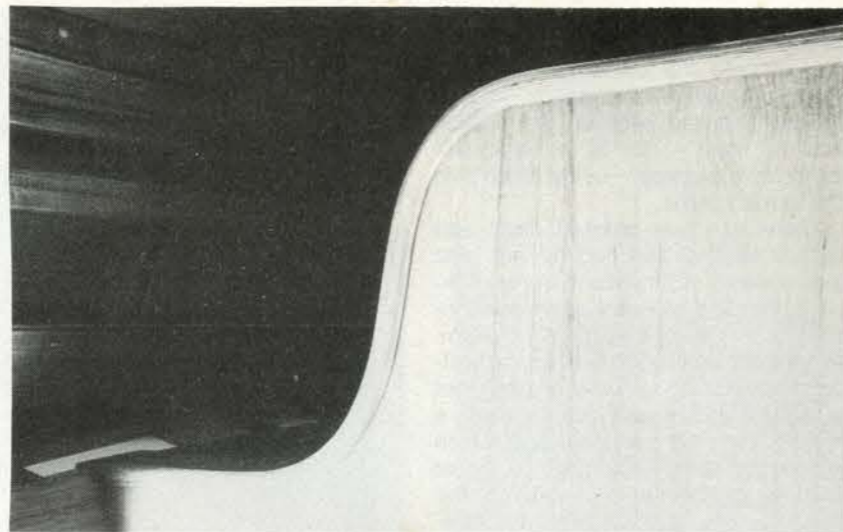
## Taste with Pace

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an analogue display will show you the beacon null point, visually as well as audibly.

The area on the port side of the engine is used for the galley. There is a large frig (either top or front opening) and a freezer/ice maker. The main work top is over both. Gas is used for the two-burner stove and oven and a microwave oven is fitted above the engine. The sink has an electric pump.

The main companionway is down the front of the engine compartment. To starboard is a second freezer and ice maker and above it the crews' wet weather locker. The locker takes all wet weather gear, boots and harnesses and is ideally placed, complete with seat, to get gear on and off without making too much of a mess. The method of storing boots is good; a number of vertical rods about 12 inches long are fitted in the base of the locker, and sea boots are upturned and left to drain on the rods.



The timber work on the boat is superb. The laminations can be clearly seen in the photo.

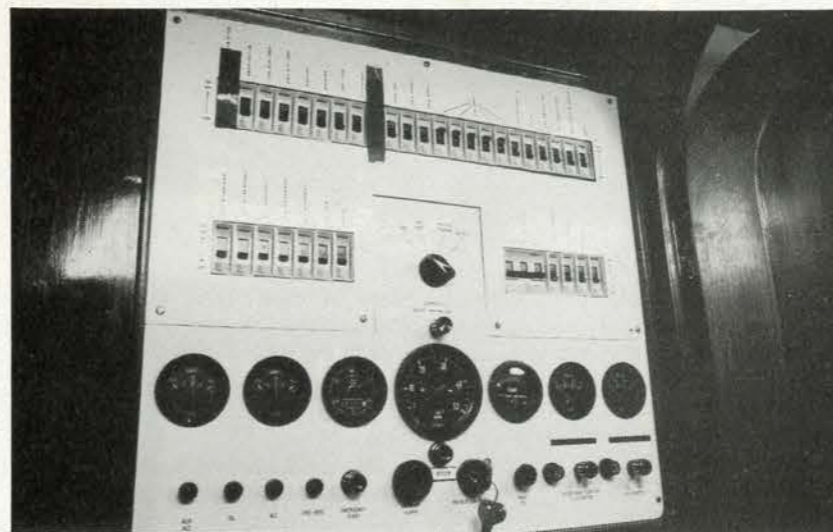
### Main cabin area

The main cabin area, as you would expect on a 15.3 m yacht, is huge. There is a pipe cot (is a teak bunk built against the side of the yacht called a 'pipe cot'?) on each side with another bunk, which forms the dining seating, in front. A huge folding table would seat 8-10 in comfort. In fact, it is probably too big, as passing the salt would involve throwing it about six feet to a

person directly across the table from you.

There is also a neat bar cupboard in the main saloon with fitted spaces for bottles and for glasses. The stereo is in the same unit.

Forward again, through the bulkhead, the main head is to starboard (shower, toilet, basin) and to port are the crew lockers, each large enough to take a large sea bag, slid in.



The electrical control panel has more switches than most homes and reflects the complex electrical set-up on Centrefold.

The fore peak has a large raised double berth and various storage cupboards. However, on *Centrefold* this area is used for sail stowage and, with the bunk top removed, her 16 sails all fit easily into the area below the double berth. For cruising most of these sails would be Cleft ashore and roller reefing headsails fitted. The forepeak then becomes a good sized private stateroom. A man-sized deck hatch is fitted for sail

handling and circulation of air.

Other features on *Centrefold* include red lighting (mounted in separate lights at ankle level right throughout the boat) and ducted heating and cooling fans working from a Webasto diesel power burner and electric fans. Hot or cool air can be directed about the cabins by directional vents.

All of this equipment obviously uses a lot of power, and to provide it *Centre-*

*fold* is fitted with an Onan generator, mounted in the engine compartment, and a 12/24/240 volt electrical system. Shore power can also be taken in. The engine area is very well insulated and with equipment running, cabin noise is minimal.

### Cruiser or racer?

*Centrefold* races with a crew of 10, 12 for the Hobart in which she finished 72nd on handicap. While she is probably  $\frac{3}{4}$  cruiser and  $\frac{1}{4}$  racer, with her size and pedigree she will always be near the front in long offshore races. She has a powerful rig, and what a lovely boat to go to sea in. Who really wants to crank winches by hand, anyway?

Brian Folbigg certainly has a boat worth waiting for. □

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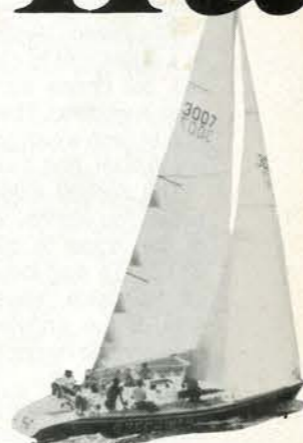
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# SEARCH AND RESCUE TOPICS

Reproduced from the Marine Search and Rescue Newsletter, by the Australian Coastal Surveillance Centre, Dept. of Transport and Construction.

## The *Imlay* Survivors

The FV *Imlay* sank off SE Australia on June 16 and the survivors were in a rubber liferaft for six days before being rescued. The *Imlay* capsized after being knocked down by a succession of 'freak' waves, the whole event taking less than one minute and the three crew members had no time to take any action before they found themselves in the water.

They are alive today because of a chain of events brought about by the fact that they are experienced fishermen, the skipper having 34 years experience. They had received no formal survival training and had not made a study of the instruction manual *Survival at Sea*. However with the seafaring experience gained over many years, they evolved systems which parallel very closely the information and advice in the manual (available from AGPS bookshops).

Their liferaft was stowed in a 'float-free' rack, and when the *Imlay* overturned, the liferaft container floated free and inflated as soon as the inflation cord was pulled. Had it been stowed below, or firmly lashed to the deck, it would have been irretrievable and the crew would not have survived.

Once in the liferaft they took stock, and their appreciation of the situation was that they would not be missed for some days and they therefore prepared for a long stay in the raft. Water rationing was implemented immediately, and they complied with one of the basic rules - for the first 24 hours they didn't drink. On succeeding days they drank very sparingly and in fact drank less than the recommended minimum of half-a-litre per person per day. Fortunately the weather conditions were very cool and hence body water loss through sweating was significantly less than would have been the case in higher temperatures. In general, though, the recommended minimum ration should be adhered to and drunk slowly, in 165ml rations at sunrise, midday and sunset.

Another correct decision was that they would husband all their resources, and in the case of the pyrotechnics they decided that these would be used 'only when they would be definitely seen by someone.' In fact, the RAAF

search plane saw the flare before it sighted the raft, but if they had used all their flares by then, it is by no means certain that the liferaft itself would have been spotted. In another incident where a radio equipped yacht was unsure of its position, we advised the crew *not* to fire off their pyrotechnics until we had arranged to alert shipping. Once this was done we then advised the crew to standby with the pyrotechnics; they advised us that they thought that they had seen a ship on the horizon and had fired them all off...from memory it took another day or two to finally locate them.

Which brings us briefly to self-discipline. Without a doubt the crew of the *Imlay* had a high degree of self-discipline combined with a will to live. Even though each individual went through periods of fear and doubt, he never made this known to his companions. As they said; three more compatible men never lived in a liferaft for six days - they got on well and worked together to survive.

## The overdue yacht

We now have a description of the overdue yacht which planned to go from Townsville to Cairns. Police enquiries have revealed that the yacht departed on a particular day and that it was the intention of the crew to sail non-stop to Cairns. In addition, checks along the coast by the police have indicated that there have been no sightings of the craft since departure.

Now we must examine the range of probabilities, which are:

- i.) that an incident occurred just after the yacht was last sighted off Townsville
- ii.) that an incident occurred just before arrival at Cairns
- iii.) that an incident occurred anywhere between those two points
- iv.) or that the yacht deliberately went elsewhere.

Disregarding (iv.), we are still left with a large range of probabilities which must now be pursued methodically.

Examining the weather records from the departure time and using information obtained by the police regarding the yacht and crew, we can build up a

chart of their likely progress from Townsville to Cairns and then pose and answer the following questions:

- i.) if the yacht became disabled and started drifting, where would it be now?
- ii.) if the crew had to take to their liferaft, where would it be now?

These questions must be posed and the answers calculated for a series of chosen positions along the yacht's possible track. Of course, there could be an infinite range of possible positions to choose along the track, but experience and judgment must be used to select the most likely positions. The calculation of the likely movement of an object in the water is a most complex operation, but a very simplified outline of the considerations and methods used may be of interest.

A yacht or a liferaft when adrift will be influenced both by the sea and the wind, in fact, the direction and speed of travel will be the resultant of the combined sea and wind forces. A liferaft without a drogue will have a different velocity (direction and speed) to a liferaft with a drogue or a disabled yacht and, in turn, a large, deep keeled yacht will have a different velocity to a small cabin cruiser.

For example, to ascertain the probable movement of a liferaft with a drogue requires us to calculate the effect of: the sea current; the wind current; and the leeway. Leeway is the effect of the wind on the exposed surface of the raft, and supposing that there is a southerly breeze at 12 knots (180x12), this will cause the raft to move at about half-a-knot in a northerly direction. Unfortunately, the raft will not necessarily travel due north, but may drift up to about 35° either side of the downwind direction or anywhere between 325° and 035° at about half-a-knot. Of course, over a period of hours or days the wind speed and direction is bound to change, and thus the probable position of a liferaft, under the effects of leeway alone, will encompass quite a large area.

In future articles we will examine the effects of sea current and wind current and other considerations.

*To be continued.*



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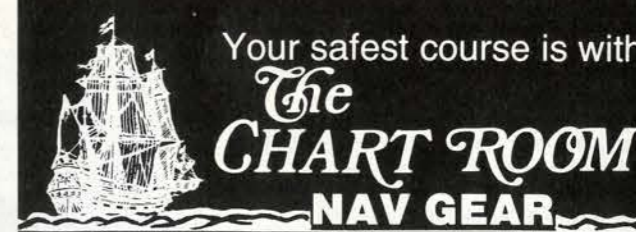
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32' 1/2-tonner Industries, by Ken Beashell. 11 Elvstrom sails; Solé diesel; Zapspar rig; IOR 22.8; excellent race record.



43' PAN OCEANIC Pilot House Cutter, by Ted Brewer. New boat; three separate accommodation cabins; two heads & showers; dual helm; 80 hp Perkins; very comfortable.



66' Halsal II maxi, in GRP and Airex. 20 sails; recent refit; Brisbane Race record holder; huge potential.



52' Irwin 2, two to choose from in GRP. Perkins 4326 and 240 volt auxiliary; air conditioned; satnav and weatherfax; comfortable cruising.

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## Offshore Signals

(Continued from page 5)

- 6.) Who is reported to be the best port runner winch hand in Australia? **Tony Cable.**
- 7.) In the history of the Race, there has been only one owner who has skippered more than five different yachts (not all at once of course). Who is he? **Syd Fischer.**
- 8.) What famous personality has participated in 20 Hobarts but raced in only one? **Bert Oliver.**
- 9.) Three previous Hobart Race winning skippers are entered in this year's race. Who are they? **John Pickles, Peter Kurts, Dennis O'Neill.**



### Presidential trio

Three past Presidents of the Associates Committee were photographed together on duty at the Associates Information Desk before Christmas, (left to right) Carol Evans, Jeanette York and Margaret Psaltis. Margaret was the Committee's founding President, and Jeanette, a co-founder, has been on the Committee continuously for 19 years.



### Product news

#### Hans Christians in Australia

One of the world's prestigious range of blue water cruising yachts may now be procured in Australia. The Hans Christian range has

held for a decade an international reputation for excellence in production and reliability, according to a spokesman for the Company. Over 300 have been built under American and German supervision and all conform to Lloyds specifications for hull lay-up and construction.

In Australia the yachts are marketed by Alexander Kopsen International, a division of Solar Marine (Australia) P/L.

The designs epitomize grace and purity of line, with fine detailing in teak, bronze, stained glass, copper and stainless steel. The Hans Christians are Scandinavian in their hereditage; their designer, Harwood Ives, spent considerable time in Norway and Denmark studying the lines or early cruising boats to identify the features that made them 'seakindly'. In particular he was drawn to Aage Nielsen's designs of 'Helge Danske' as a representation of a Danish sailboat able to put up with the rigors of the North and Baltic Seas.

The price: \$98,470 for the 33; Solar Marine guarantees in writing to buy the boat back after two years at 15% more than the original purchase price to demonstrate the absolute confidence that the Company has in the product - provided that the boat is maintained in good order and condition (determined at the time by independent survey).

#### New speedo for dinghies/boards/TSS

The Chart Room has announced that it is offering a new, inexpensive speedometer suitable for dinghies, sailboards and trailer sailers, from the Japanese firm Tandem Marine.

The speedo comes in two models: the

Mercy 10, which displays speeds to 10 knots and which is suitable for smaller dinghies and slower trailer sailers; the Mercy 25 (speeds to 25 knots) is for faster dinghies, sailboards, etc.

It is easily fitted, small, and the reading head can be removed with a twist of the wrist - a useful feature to avoid theft or for those occasions when the speedometer is not required. Available from ships chandlers or directly from The Chart Room, 31 Albany Street, Crows Nest 2065, for \$88.00.

#### New desalinator

Tiltins Australia P/L has announced the availability of the new Nautilus Mk II Desalinator which "adopts nature's own method of desalination - evaporation and condensation". The Nautilus MK II uses only the waste heat from your engine to give up to 1400 litres of water per day. The Company claims it to be the most efficient unit on the market today; it weighs only 34 kg and measures 63 cm long x 50 cm high x 34 cm wide (25"x19 1/2"x13 1/2") and may be located virtually anywhere on board. The only moving part is the famous Jabsco Marine water pump, belt driven from the engine.

The evaporation chamber is constructed from durable, corrosive-free fibreglass impregnated with powdered resin and bonded with Derakane, a space-age material with high resistance to heat, thermal ageing, crazing of cracking. Further information from

## Offshore Signals

Tiltins Australia P/L, 514 Miller St, Cammeray, NSW (02) 92-0837 or in Brisbane, 52 Amelia St., Fortitude Valley (07) 52-4854.

#### New Map of Sydney Harbour

The Central Mapping Authority has published a new map of Sydney Harbour and waterways. It features, on one side, a coverage of the Harbour with a panoramic view of Sydney, a short history of the Harbour and ocean racing as well as navigational hints. It also includes tourist features, such as beaches, ferry routes, departure points for harbour cruises.

On the reverse side it contains a colourful map of the Harbour area from Dee Why to Bronte and west to Rydalmere. Background information and photographs are also shown of some of the Harbour's main attractions - the Bridge, Opera House, Botanical Gardens, Pier One, the Rocks and Luna Park.

The map is printed on plastic paper and is available from all authorised CMA agents and the Central Mapping Authority, Panorama Avenue, Bathurst at \$2.50 per copy, or from the Government Information Centre, 55 Hunter Street, Sydney, or from the Lands Dept., Bridge Street, Sydney.

## 1982 Hitachi Sydney-Hobart Yacht Race Results

PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME	PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
1	SCALLYWAG	3-13-56-44	.7833	2-19-19-16	41	MYUNA	3-13-54-07	8341	2-23-39-03
2	AUDACITY	3-18-13-14	.7465	2-19-20-59	42	DANCING LADY	3-13-54-28	8341	2-23-39-20
3	POLICE CAR	3-11-14-52	.8147	2-19-49-19	43	FRIETEL	4-01-38-13	.7341	2-23-40-31
4	SZECHWAN	3-13-33-31	.7978	2-20-15-31	44	MARY BLAIR	3-19-18-16	.7853	2-23-42-05
5	ADRENALIN	3-13-44-14	.8018	2-20-44-39	45	WY-AR-GINE IV	3-13-32-22	.8384	2-23-42-59
6	THE ROPERUNNER	3-13-51-14	.8027	2-20-54-54	46	SCORPIO II	4-03-43-49	.7201	2-23-48-57
7	ONCE MORE DEAR FRIENDS	3-13-49-06	.8047	2-21-54-54	47	SUNBURST	3-16-37-02	.8110	2-23-52-07
8	BONDI TRAM	3-12-01-12	.8227	2-21-07-24	48	MARK TWAIN	3-23-01-51	.7575	2-23-59-09
9	BLACK MAGIC	3-13-29-05	.8095	2-21-12-00	49	MYSTIC SEVEN	4-01-19-56	.7410	3-00-07-23
10	SWEET CAROLINE	3-10-28-39	.8408	2-21-20-49	50	SISKA	3-02-28-00	.9689	3-00-09-03
11	CHALLENGE	3-11-31-40	.8307	2-21-23-11	51	PIMPERNEL	4-04-59-16	.7165	3-00-21-28
12	SATIN SHEETS	3-13-27-50	.8129	2-21-28-25	52	PACHA	3-10-26-40	.8779	3-00-22-41
13	MARGARET RINTOUL III	3-05-50-23	.8931	2-21-31-07	53	NYNJA GO	3-20-25-14	.7843	3-00-29-08
14	PICCOLO	3-18-00-46	.7763	2-21-52-37	54	MARY MUFFIN	3-13-31-52	.8485	3-00-34-23
15	MARLOO	3-13-30-43	.8183	2-21-58-28	55	FAIRDINKUM TWO	4-03-59-19	.7260	3-00-35-30
16	HITCHHIKER	3-13-45-41	.8171	2-22-04-32	56	APHRODITE	4-00-22-02	.7542	3-00-40-49
17	SEAQUESTA	3-13-39-28	.8181	2-22-04-36	57	VANESSA III	3-23-26-40	.7617	3-00-42-00
18	PIRRA	3-23-16-16	.7376	2-22-16-19	58	MATIKA III	3-19-26-26	.7960	3-00-47-12
19	CHAOS	3-19-10-24	.7711	2-22-18-14	59	SANGAREE	3-13-23-43	.8537	3-00-54-07
20	POLARIS	3-16-55-03	.7921	2-22-25-54	60	REVENGE	4-04-01-35	.7295	3-00-58-09
21	SHENANDOAH	4-06-45-09	.6873	2-22-37-18	61	CHANCE	4-04-43-29	.7248	3-01-00-19
22	MELTEMI	3-16-43-56	.7960	2-22-37-51	62	MUCH ADO	3-23-16-13	.7667	3-01-02-37
23	FARR OUT	3-19-19-14	.7752	2-22-47-30	63	INCH BY WINCH	3-15-40-57	.8355	3-01-15-31
24	IMPECCABLE	3-23-16-33	.7431	2-22-47-58	64	MORNING TIDE	4-07-00-30	.7116	3-01-18-03
25	AQUILA	4-03-12-45	.7140	2-22-50-16	65	DI HARD	3-16-43-23	.8264	3-01-19-15
26	SAGA	4-01-36-57	.7260	2-22-52-09	66	EAGLE	3-13-31-28	.8596	3-01-31-01
27	BILLABONG	4-01-16-56	.7295	2-22-58-03	67	THE STING	4-00-06-00	.7659	3-01-36-11
28	GOLDEN PROSPECTS	3-15-34-10	.8105	2-22-58-30	68	WITCHDOCTOR	3-19-10-31	.8110	3-01-56-35
29	NADIA	3-21-12-50	.7617	2-23-00-04	69	SUNSEEKER	3-23-35-46	.7783	3-02-24-09
30	RAGER I	3-19-20-54	.7773	2-23-00-18	70	ENCORE	3-19-17-10	.8152	3-02-24-59
31	TASHTIGO	4-05-28-01	.7003	2-23-03-26	71	PARMELIA	3-16-35-45	.8401	3-02-25-46
32	NATELLE II	3-16-30-34	.8036	2-23-07-34	72	CENTREFOLD	3-16-28-14	.8427	3-02-33-15
33	SALTPETA	4-08-09-49	.6833	2-23-10-30	73	SALT-SHAKER 2	3-16-30-42	.8427	3-02-35-20
34	JISUMA	4-01-04-41	.7341	2-23-15-54	74	PHYLLISE	4-03-01-27	.7553	3-02-47-35
35	THUNDERBOLT	4-05-30-55	.7028	2-23-20-42	75	CENTURION	4-01-30-07	.7680	3-02-52-53
36	TAURUS II	3-13-48-44	.8319	2-23-23-14	76	SUNRISE	3-23-07-29	.7872	3-02-52-56
37	DEMONSTRATOR	4-01-05-14	.7353	2-23-23-18	77	MOLLYMOOK MAID	4-07-18-22	.7260	3-03-00-01
38	PIPPIN	4-06-45-05	.6952	2-23-25-58	78	ISLE OF LUING	3-13-35-17	.8794	3-03-15-58
39	APOLLO II	3-13-25-29	.8367	2-23-28-30	79	PATINEUR	4-14-48-56	.6793	3-03-16-37
40	MARGARET RINTOUL II	3-13-49-37	.8341	2-23-35-18	80	RUNAWAY	4-00-13-51	.7823	3-03-16-53

## 1982 Hitachi Sydney-Hobart Yacht Race Results

PI	YACHT	ELAPSED TIME	TCF	CORRECTED TIME
81	ROGIS TOO	3-19-12-13	.8289	3-03-35-55
82	NOELEEN III	4-01-25-38	.7763	3-03-37-58
83	THE NEWCASTLE FLYER	3-12-03-05	.9044	3-04-00-58
84	SAGACIOUS (TAS)	3-21-14-23	.8162	3-04-06-08
85	BORSALINO	3-19-27-51	.8363	3-04-29-29
86	HERCULES	4-04-23-51	.7628	3-04-35-00
87	ARIADNE OF MELBOURNE	4-01-15-05	.7882	3-04-39-13
88	VENGEANCE	3-01-16-09	1.0476	3-04-45-24
89	MULULU	3-23-05-06	.8086	3-04-53-09
90	REBECCA	4-07-20-44	.7466	3-05-09-28
91	STYX	3-13-45-22	.8999	3-05-10-19
92	HELIAL II	3-01-04-08	1.0563	3-05-10-58
93	APOLLO	3-00-59-24	1.0628	3-05-34-26
94	CASABLANCA	3-11-09-48	.9350	3-05-45-28
95	CONDOR OF BERMUDA	3-00-59-17	1.0701	3-06-06-16
96	MOONRAKER AGAIN	3-23-06-19	.8254	3-06-30-00
97	PIET HEIN	4-14-25-47	.7128	3-06-42-52
98	RAMPANT II	3-01-47-24	1.0686	3-06-51-07
99	LONGNOSE	3-15-00-39	.9072	3-06-56-10
100	SPANKER	4-09-35-35	.7499	3-07-11-03
101	AZTEC	4-02-19-05	.8101	3-07-38-51
102	TERUMA	4-08-28-51	.7638	3-07-48-09
103	BENANTHRA	4-03-17-14	.8095	3-08-22-23
104	FIDELIS	3-12-03-05	.9579	3-08-30-46
105	ADRIA AUSTRALIS	4-07-35-46	.8017	3-11-03-11
106	DESTINY	4-05-08-40	.8289	3-11-50-19
107	SAPPHIRE	5-00-42-03	.7165	3-14-28-56
108	METUNG	5-21-03-25	.7742	4-13-12-23

FASTEST TIME: CONDOR OF BERMUDA: 3-00-59-17

#### DIVISION RESULTS

Division A: Sweet Caroline  
Division B: Police Car  
Division C: Scallywag  
Division D: Pirra  
Classic Division: Polaris

RETIRED: CHLOE, CONQUISTADOR, DIAMOND CUTTER, EVELYN, IDLE VICE, INVINCIBLE, SCHEHERAZADE, THIRLMERE, TUCANA, VICIOUS.

DISQUALIFIED: NIKE

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# Gibb proves a point or three.



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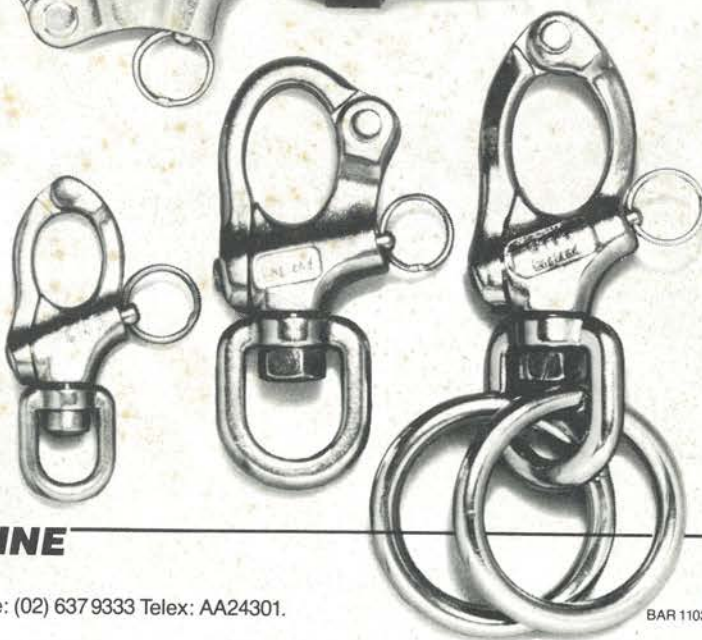


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